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COLLECTIONS

OF THE

Nova Scotia Historical Society

"Out of monuments, names, wordes, proverbs, traditions, private records, and evidences, fragments of stories, passages of bookes, and the like, we do save, and recover somewhat from the deluge of time."—Lord Bacon: *The Advancement of Learning*.

"A wise nation preserves its records, gathers up its muniments, decorates the tombs of its illustrious dead, repairs its great structures, and fosters national pride and love of country, by perpetual references to the sacrifices and glories of the past."—Joseph Howe.

VOLUME XIX.



PRINTED FOR THE SOCIETY BY WM. MACNAB & SON,
HALIFAX, N. S.

1918.

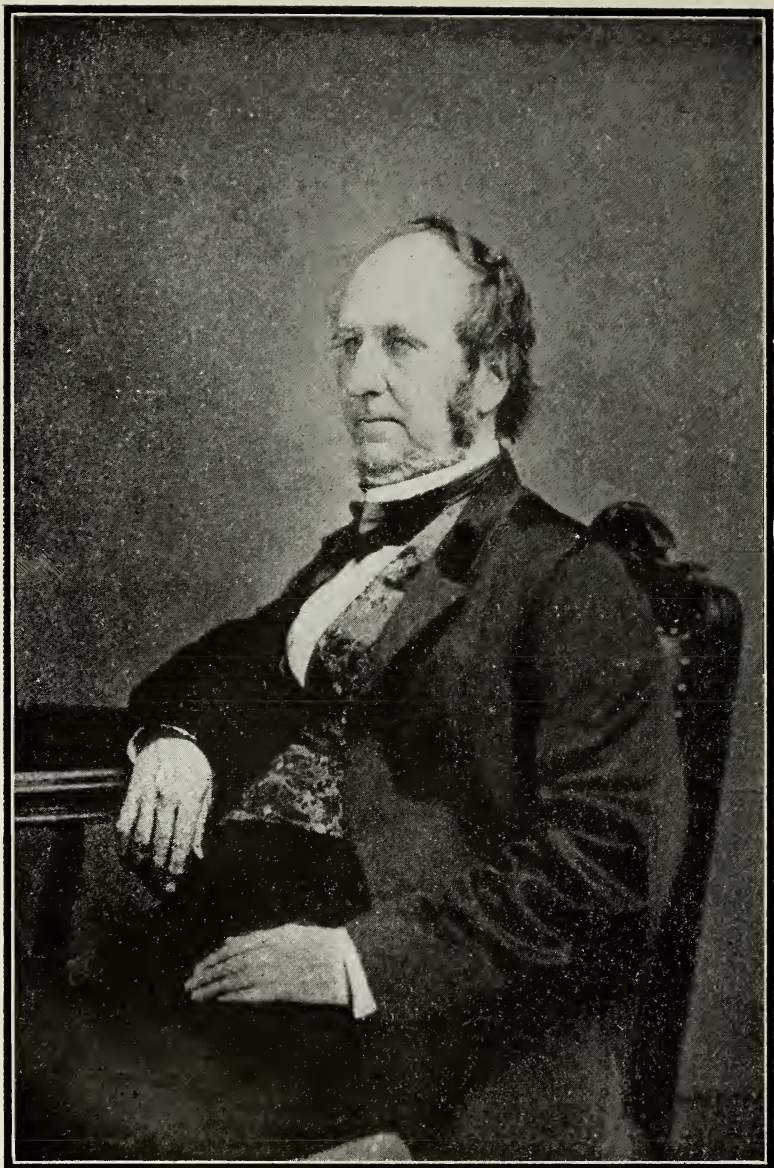
"The care which a nation devotes to the preservation of the monuments of its past may serve as a true measure of the degree of civilization to which it has attained." (Les Archives Principales de Moscou du Ministere des Affaires Etrangeres Moscow, 1898, p. 3.)

"To discover and rescue from the unsparing hand of time the records which yet remain of the earliest history of Canada. To preserve while in our power, such documents as may be found amid the dust of yet unexplored depositories, and which may prove important to general history, and to the particular history of this province."—Quebec Literary and Historical Society.

NATIONAL MONUMENTS.

(By Henry Van Dyke).

Count not the cost of honour to the dead!
The tribute that a mighty nation pays
To those who loved her well in former days
Means more than gratitude for glory fled;
For every noble man that she hath bred,
Immortalized by art's immortal praise,
Lives in the bronze and marble that we raise,
To lead our sons as he our fathers led.
These monuments of manhood, brave and high,
Do more than forts or battle-ships to keep
Our dear bought liberty. They fortify
The heart of youth with valour wise and deep,
They build eternal bulwarks, and command
Eternal strength to guard our native land.



BEAMISH MURDOCH, Q. C., D. C. L., M. L. A.
Born about 1800; Died at Lunenburg, N. S., 9th February, 1876.

Author of "Epitome of Laws of Nova Scotia" (1832), and
"History of Nova Scotia" 1865-67).

[From a photograph.]

[Frontispiece.]

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OBJECTS OF COLLECTIONS.

1. Manuscript statements and narratives of pioneer settlers, old letters and journals relative to the early history and settlement of Nova Scotia, New Brunswick, Newfoundland and Prince Edward Island, and the wars of 1776 and 1812; biographical notes of our Indian tribes, their history, characteristics, sketches of their prominent chiefs and warriors, together with contributions of Indian implements, dress, ornaments and curiosities.

2. Diaries, narratives and documents relative to the Loyalists, their expulsion from the old colonies and their settlement in the Maritime Provinces.

3. Files of newspapers, books, pamphlets, college catalogues, minutes of ecclesiastical conventions, associations, conferences and synods, and all other publications relating to this Province, New Brunswick, Prince Edward Island and Newfoundland.

4. Drawings and descriptions of our ancient mounds and fortifications, their size, representation and locality.

5. Information respecting articles of pre-historic antiquities, especially implements of copper, stone, or ancient coins or other curiosities found in any of the Maritime Provinces, together with the locality and condition of their discovery. The contribution of all such articles to the cabinet of the society is most earnestly desired.

6. Indian geographical names of streams and localities, with their signification, and all information generally respecting the condition, language and history of the Micmacs, Malicetes and Bethucks.

7. Books of all kinds, especially such as relate to Canadian history, travel, and biography in general, and Lower Canada or Quebec in particular, family genealogies, old magazines, pamphlets, files of newspapers, maps, historical manuscripts, autographs of distinguished persons, coins, medals, paintings, portraits, statuary and engravings.

8. We solicit from historical societies and other learned bodies that interchange of books and other materials by which the usefulness of institutions of this nature is so essentially enhanced,—pledging ourselves to repay such contributions by acts in kind to the best of our ability.

9. The Society particularly begs the favor and compliments of authors and publishers, to present, with their autographs, copies of their respective works for its library.

10. Editors and publishers of newspapers, magazines and reviews, will confer a lasting favor on the Society by contributing their publications regularly for its library, where they may be expected to be found always on file and carefully preserved. We aim to obtain and preserve for those who shall come after us a perfect copy of every book, pamphlet or paper ever printed in or about Nova Scotia, New Brunswick, Prince Edward Island and Newfoundland.

11. Nova Scotians residing abroad have it in their power to render their native province great service by making donations to our library of books, pamphlets, manuscripts, etc., bearing on any of the Provinces of the Dominion or Newfoundland. To the relatives, descendants, etc., of our colonial governors, judges and military officers, we especially appeal on behalf of our Society for all papers, books, pamphlets, letters, etc., which may throw light on the history of any of the Provinces of the Dominion.

ACT OF INCORPORATION.

CHAPTER 87.

SECTION.

1. Incorporation.
2. May hold real estate.

SECTION.

3. Property vested in corporation.

An Act to incorporate the Nova Scotia Historical Society.

(Passed the 17th day of April, A. D., 1879).

Be it enacted by the Governor, Council, and Assembly, as follows:

1. The Honourable John W. Ritchie, the Reverend George W. Hill, the Reverend Thomas J. Daly, the Honourable William J. Almon, Thomas A. Ritchie, William D. Harrington, George E. Morton, and John T. Bulmer, and their associates, members of the Nova Scotia Historical Society, and such other persons as shall become members of such society, according to the rules and by-laws thereof, are hereby created a body corporate by the name of the Nova Scotia Historical Society.

2. The said corporation may purchase, take, hold, and enjoy real estate not exceeding twenty thousand dollars in value, and may sell, mortgage, lease, or otherwise dispose of the same for the benefit of the corporation.

3. Upon the passing of this act the property of the said Nova Scotia Historical Society, whether real or personal, and all debts due thereto, shall vest in the said Nova Scotia Historical Society hereby incorporated.

AN ACT.

To provide for the Amalgamation of the Library of the Nova Scotia Historical Society with the Legislative Library and the Management of the Joint Collection.

(Passed the 10th day of April, A. D., 1881.)

Be it enacted by the Governor, Council, and Assembly, as follows:

1. The Library of the Nova Scotia Historical Society shall be amalgamated with the Legislative Library of Nova Scotia, and the regulation and management of the Joint Collection and any additions that may be made thereto is hereby vested in a commission of nine persons to be called the Nova Scotia Library Commission, of whom the Lieutenant-Governor of the Province for the time being shall *ex officio* be one, and the remainder of whom shall be appointed annually, one half by the Nova Scotia Historical Society and the other half by the Governor in Council.

2. The Lieutenant-Governor for the time being shall be *ex officio* the President of the Commission.

3. Should the Nova Scotia Historical Society at any time fail to appoint any or all of the Commissioners whom said Society are hereby authorized to appoint, the rights and powers vested by this Act in the Commission shall devolve upon the other members of the Commission.

4. The Librarian shall be appointed by the Governor in Council, and shall be such person as the Commissioners shall nominate, and shall hold office during good behaviour.

5. The Commissioners may make bye-laws from time to time for the regulation and management of the Library and prescribing all matters necessary for the control thereof, but such bye-laws shall not go into force until approved by the Governor in Council.

6. The Commission shall make an annual report of the expenditure, the general state of the Library, and on all such matters in connection therewith as may be required by the Governor in Council, which report shall be laid upon the table of each ranch of the Legislature during the session.

RULES AND BY-LAWS.

REVISED MAY 27, 1910.

1. The Society shall be called the Nova Scotia Historical Society.

OBJECTS.

2. The objects of the Society shall be the collection and preservation of all documents, papers and others objects of interest which may serve to throw light upon and illustrate the history of this country, the reading at the meetings of the Society, of papers on historical subjects, the publication, as far as the funds of the Society will allow, of all such documents and papers as it may be deemed desirable to publish, the formation of a library of books, papers and manuscripts, affording information, and illustrating historical subjects.

MEMBERS.

3. The membership shall consist of Ordinary, Life, Corresponding and Honorary Members. The Ordinary or resident members, shall pay at the time of admission, an entrance fee of Five Dollars, and Two Dollars after each succeeding annual meeting. The Ordinary Members residing outside the limit of 15 miles from the city, may become members on payment of Two Dollars entrance fee, and One Dollar annually thereafter. Any Ordinary Member may become a Life Member by the payment of Forty Dollars. The Corresponding and Honorary Members, shall be elected by the unanimous vote of the Society, and are exempt from all dues.

4. Candidates for membership may be proposed at any regular or special meeting of the Society by a Member. The proposition shall remain on the table for one month, or until the next meeting, when a ballot shall be taken, one black ball in five excluding. No person shall be considered a member until his entrance fee is paid, and if any member shall allow his dues to remain unpaid for two years, his name may be struck from the roll.

MEETINGS, OFFICE-BEARERS, ETC.

5. The regular meetings of the Society shall be held at 8 p. m., on the first Friday of each month, from November to May, both months inclusive, and special meetings may be convened on due notification of the President, or in case of his absence, by the Vice-President, or on the application of any five members.

6. The annual meeting of the Society shall be held at 8 p. m., on the first Friday of April, at which meeting there shall be chosen a President, three Vice-Presidents, a Corresponding Secretary, a Recording Secretary, a Treasurer, and two Auditors, and a Council of four members, who with the foregoing shall constitute the Council of the Society. The election of members to serve on the Nova Scotia Library Commission, under the provisions of Chapter 17, N. S. Acts of 1880, shall take place at the annual meeting, immediately after the election of office-bearers and Council.

7. All communications which are thought worthy of preservation, shall be minuted in the books of the Society and the originals kept on file.

8. Seven members shall be a quorum for all purposes at ordinary meetings, but at the annual meeting, in April, ten members shall form a quorum.

9. No article of the constitution nor any by-law shall be altered at any meeting when less than ten members are present, nor unless the subject has either been discussed at the previous meeting, or reported on by a committee appointed for that purpose.

10. The duties of the Office bearers and Council shall be the same as those performed generally in other Societies.

11. The Publication Committee shall consist of four members and shall be appointed by the Council, to them all manuscripts shall be referred, and they shall report to the Council before publication.

ELECTION OF OFFICERS.

12. All elections of officers shall be made by ballot, and a majority of those present shall be required to elect.

OFFICERS AND MEMBERS
OF THE
NOVA SCOTIA HISTORICAL SOCIETY,
1917.

PRESIDENT.

David Allison, LL. D.

VICE-PRESIDENTS.

Hon. Mr. Justice Russell.

Hon. Mr. Justice Chisholm.

His Honor Judge Savary.

CORRESPONDING SECRETARY.

Harry Piers.

RECORDING SECRETARY.

William L. Payzant, M. A., LL. B.

TREASURER.

George E. Nichols, LL. B.

AUDITOR.

Col. F. H. Oxley.

OTHER MEMBERS OF COUNCIL.

Major J. P. Edwards.
A. H. MacKay, LL. D.

George W. T. Irving.
George Mullane.

LIBRARY COMMISSIONERS.

Hon. Mr. Justice Chisholm.
Rev. J. Forrest, D. D.

J. J. Hunt, D. C. L.
A. H. MacKay, LL.D.

LIBRARIAN.

Miss Annie Donahoe.

THE TREASURER'S LIST OF MEMBERS

who have qualified by paying their entrance fees as required by Nos. 3 and 4 of the Rules and By-Laws.

- Allison, David, LL.D.**, (Halifax, N. S.)
Allison, J. Walter, (Halifax, N. S.)
Archibald, L. B., (Truro, N. S.)
Archibald, Charles, (Halifax, N. S.)
Archibald, Mrs. Charles, (Halifax, N. S.)
Archibald, Wm. C., (Wolfville, N. S.)
Archibald, Chas. C., M. D., (Bear River, N. S.)
Armitage, Ven. Archdeacon, Ph.D., (Halifax, N. S.)
Armstrong, F. W., (Glace Bay, C. B.)
Armstrong, M. E., M. D., (Bridgetown, N. S.)
Baird, Rev. Frank, (Woodstock, N. B.)
Baker, G. Prescott, (Yarmouth, N. S.)
Barnes, H. W., (Halifax, N. S.)
Bayne, Chas. H., (Halifax, N. S.)
Bent, Barry D., (Amherst, N. S.)
Bissett, Dr., M. P. P., (Arischat, C. B.)
Bell, Charles, (Halifax, N. S.)
Bernasconi, G. A., (N. Sydney, C. B.)
Black, W. A., (Halifax, N. S.)
Blackadar, H. D., (Halifax, N. S.)
Blagdon, J. F., (Weymouth, N. S.)
Borden, Sir Robert, K. C., D. C. L., (Ottawa, Ont.)
Bourinot, John C., (Port Hawkesbury, N. S.)
Boutin, Arthur, (Halifax, N. S.)
Breck, Edward, Ph.D., (Washington, U. S. A.)
Bremner, J. J. Col., (Halifax, N. S.)
Brookfield, S. M., (Halifax, N. S.)
Brown, Richard H., (Halifax, N. S.)
Browne, Rev. J. D. H., (Santa Monica, Cal.)
Bryden, Rev. C. W., (Shellbrook, Sask.)
Buchanan, G. O., (Vancouver, B. C.)
Buckley, A. H., (Halifax, N. S.)
Burchell, C. J., K. C., (Halifax, N. S.)
Burpee, L. R., (Ottawa, Ont.)
Cahan, C. H., K. C., (Montreal, Q.)
Calkin, Hugh E., (Londonderry, N. S.)
Cantley, Thos., (New Glasgow, N. S.)
Cameron, H. W., (Halifax, N. S.)
Campbell, A. J., (Truro, N. S.)
Campbell, Dr. D. A., (Halifax, N. S.)
Campbell, Dr. Geo. M., (Halifax, N. S.)
Campbell, Geo. S., (Halifax, N. S.)
Carson, Rev. G. S., D. D., (Halifax, N. S.)
Carter, R. S., (Maccan, N. S.)
Chambers, R. E., (New Glasgow, N. S.)
Chipman, L. deV., (Annapolis Royal, N. S.)
Chesley, A. E. H., (Kentville, N. S.)
Chesley, Judge S. A., K. C., (Lunenburg, N. S.)
Chisholm, Hon. Mr. Justice, (Halifax, N. S.)
Chisholm, J. Scott, (Halifax, N. S.)
Christie, Loring C., (Ottawa)
Chute, Rev. A. C., D. D., (Wolfville, N. S.)
Clarke, M. S., (Halifax, N. S.)
Clarke, Willard G., (Bear River, N. S.)
Cobb, A. R., (Halifax, N. S.)
Cohoe, Rev. A. B., (Halifax, N. S.)
Comeau, T. G. J., (Halifax, N. S.)
Congdon, Fred T., (Toronto, Ont.)
Covert, W. H., K. C., (Halifax, N. S.)
Cowie, Dr. A. J., (Halifax, N. S.)
Cox, Dr., (New Glasgow, N. S.)
Cox, Geo. H., (New Glasgow, N. S.)
Cox, Rob., M. D., (Upper Stewiacke, N. S.)
Connolly, E. W., Prof., (Truro, N. S.)
Covey, Mrs. L. E., (Halifax, N. S.)
Crane, J. Noble, Col., (Halifax, N. S.)
Crisp, Rev. J. O., (Portsmouth, Ont.)
Crowe, Harry J., (Toronto, Ont.)
Crowe, Geo. R., (Winnipeg, Man.)
Crowe, Walter, K. C., (Sydney, C. B.)
Crowell, Rev. Edwin, (Yarmouth, N. S.)
Cumming, M. Prof., (Truro, N. S.)
Curry, J. M., (Amherst, N. S.)
Cutten, Rev. Geo. B., D. D., (Wolfville, N. S.)
Cutler, R. M., (Halifax, N. S.)
Cutler, Mrs. R. M., (Halifax, N. S.)
Dawson, Mrs., (Montreal, P. Q.)
Dawson, Robert, (Bridgewater, N. S.)
Daniels, Hon. O. T., K. C., M. P. P., (Halifax, N. S.)
Davison, Frank, (Bridgewater, N. S.)
DesBarres, Rev. F. W. W., (Sackville, N. B.)
DeCarteret, Capt. W. S., (Halifax, N. S.)
Dickie, Alfred, (Halifax, N. S.)
Dickson, Dr. M. S., (Dartmouth, N. S.)
Dickson, W. A., (Pictou, N. S.)
Dimock, W. D., (Truro, N. S.)
Doane, H. L., (Truro, N. S.)
Donaldson, Rev. L. J., M. A., (Halifax, N. S.)
Douglas, John C., M. P. P., (Glace Bay, C. B.)
Doull, Very Rev. A. J., (Victoria, B. C.)
Driffeld, Rev. William, (Digby, N. S.)
Drysdale, Hon. Mr. Justice, (Halifax, N. S.)
Dumaresq, S. P., (Halifax, N. S.)
Eagar, W. H., M. D., (Halifax, N. S.)
Edwards, Major, J. P., (Halifax, N. S.)
Elliott, Dr. C. S., (New Westminster, B. C.)
Elliott, Mrs. F. E., (Halifax, N. S.)
Falconer, Rev. Prof. J. A., (Halifax, N. S.)
Faulkner, Hon. Geo. E., M. P. P., (Halifax, N. S.)
Faulkner, Prof. J. A., (Madison, N. J.)
Fenerty, E. Lawson, (Halifax, N. S.)
Ferguson, Wm. McM., (Truro, N. S.)
Fergie, Chas., M. E., (Montreal, P. Q.)
Fielding, Hon. W. S., D. C. L., (Ottawa, Ont.)
Flemming, H. A., (Halifax, N. S.)
Flint, Thos. B., LL.D., (Ottawa, Ont.)
Forrest, Rev. John, D. D., (Halifax, N. S.)
Fortier, L. M., (Annapolis Royal, N. S.)
Francis, Thos. H., (Halifax, N. S.)
Frame, Joseph F., (Regina, Sask.)
Fraser, A. L., Rev., (New Glasgow, N. S.)
Fraser, D. Stiles, Rev., (Elderbank, N. S.)
Fraser, Rev. W. M., (St. Andrews, N. B.)
Fraser, Sir C. F., (Halifax, N. S.)
Fraser, Mrs. D. C., (New Glasgow, N. S.)
Fraser, A. S. M., (New Glasgow, N. S.)
Friel, James, (Moncton, N. B.)

- Fielding, Mrs. J. N., (Windsor, N. S.)
 Gillis, Rev. D. C., Ph.D., (Antigonish, N. S.)
 Gilpin, Edwin L., (Sydney, N. S.)
 Gisborne, F. H., (Ottawa, Ont.)
 Gordon, Rev. Principal, D. M., D. D., (Kingston, Ont.)
 Graham, Geo. E., (Kentville, N. S.)
 Grant, Mrs. MacCallum, (Halifax, N. S.)
 Harrington, G. S., (Glace Bay, N. S.)
 Harris, Hon. Mr. Justice, (Halifax, N. S.)
 Harrison, Major H. J., (Maccan).
 Hart, Miss H. L., (India).
 Harvey, W. C., (London, Eng.)
 Hattie, R. M., (Halifax, N. S.)
 Hebb, Willis E., (Halifax, N. S.)
 Hemeon, Rev. D. B., (St. Johns, Nfld.)
 Henderson, D. H., (Two Rivers, Wash., U. S. A.)
 Henderson, George, (Montreal)
 Hendry, A. W., (Liverpool, N. S.)
 Hensley, Mrs. C. W., (Halifax, N. S.)
 Hetherington, J. L., (Halifax, N. S.)
 Heward, Major S. A., (Halifax, N. S.)
 Hewitt, H. W., (Saskatoon, Sask.)
 Hill, Arthur E. B., (Vancouver)
 Hill, Albert J., (New Westminster)
 Hill, A. Ross, (Columbia, Mo., U. S. A.)
 Howe, Sydenham, (Middleton, N. S.)
 Hoyles, N. W., K. C., D. C. L., (Toronto, Ont.)
 Hunt, Dr. J. J., (Halifax, N. S.)
 Hunt, Dr. Louis, (London, Eng.)
 Irvine, J. A., (Calgary, Alta.)
 Irving, Geo. W. T., (Halifax, N. S.)
 Jack, Rev. T. C., D. D., (N. Sydney, N. S.)
 James, Rev. Willis G., (Calgary)
 Jamison, Clarence, M. P., (Digby, N. S.)
 Jeffers, Rev. E. T., D. D., (York, Pa.)
 Jeffery, Rev. S. (Port Dufferin, N. S.)
 Jenks, Stuart, K. C., (Halifax, N. S.)
 Jennison, J. L., K. C., (Calgary, Alta.)
 Jennison, H. V., (New Glasgow, N. S.)
 Jones, Herbert L., (Weymouth, N. S.)
 Jones, Jas. C., (Halifax, N. S.)
 Jordan, Rev. Louis H., (Eastbourne, Eng.)
 Jost, Dr. A. C., (Guysboro, N. S.)
 Jost, Rev. Roland M., (Arcadia)
 Kaulbach, R. C. S., (Lunenburg, N. S.)
 Keator, J. Gillis, (Halifax, N. S.)
 Kennedy, Prof. W. M. P., F. R., H. S., (Antigonish, N. S.)
 Kent, W. G., (Halifax, N. S.)
 King, Donald A., (Halifax, N. S.)
 King, Rev. W. B., M. A., (Cambridge, Mass.)
 Knight, J. A., (Halifax, N. S.)
 Knight, Rev. M. R., (Saskville, N. B.)
 Laing, Rev. Robert, (Halifax, N. S.)
 Lane, Charles, W., (Sackville, N. B.)
 Lawson, Rev. G. A., (Moncton, N. B.)
 Leckie, Brig. General R. G. E., (Vancouver B. C.)
 Lockhart, Rev. Arthur John, (Winterport, Maine)
 Laurie, Miss M., (Oakfield, N. S.)
 Levette, Hon. H. V. C., (Louisburg, N. S.)
 Lockwood, Dr. T. C., (Lockport, N. S.)
 Logan, Daniel, (Honolulu)
 Logan, J. D., Ph.D., (Toronto, Ont.)
 Logan, J. W., (Halifax, N. S.)
 Longard, E. J., (Halifax, N. S.)
 Longley, Hon. Mr. Justice J. W., (Halifax, N. S.)
 Lugar, Mrs. E. L., (Halifax, N. S.)
 Lumsdon, Rev. James, (Gabusar)
 Mader, Dr. A. I., (Halifax, N. S.)
 Margeson, J. W., M. P. F., (Bridgewater, N. S.)
 Marshall, W. E., (Bridgewater, N. S.)
 Martell, Archdeacon, D. C. L., (Windsor, N. S.)
 Masters, C. H., (Ottawa, Ont.)
 Masters, John F., (Boston, U. S. A.)
 Mathers, Isaac H., R. St. O., (Halifax, N. S.)
 Milner, F. L., (Amherst, N. S.)
 Milner, W. C., (Halifax, N. S.)
 Miller, Rev. W. F., (Herring Cove, N. S.)
 Miller, Rev. G. W., (Wolfville, N. S.)
 Mills, Col. D. A., (Beaulieu, Hants, Eng.)
 Minard, Asa R., (Toronto, Ont.)
 Mitchell, Archibald S., (Halifax, N. S.)
 Mitchell, C. H., (Halifax, N. S.)
 Mitchell, G. MacG., (Halifax, N. S.)
 Moberly, Thos. E., (Toronto, Ont.)
 Moffatt, T. I. D., (Halifax, N. S.)
 Morrow, Mrs. Geoffrey, (Halifax, N. S.)
 Morse, Herman C., (Bridgetown, N. S.)
 Morse, Rev. Wm. T., (Lynn, U. S. A.)
 Morton, Rev. A. D., (Sackville, N. B.)
 Muir, Mrs. H. A., (Shelburne, N. S.)
 Mullane, George, (Halifax, N. S.)
 Murray, H. V., M. D., (Honolulu)
 Murray, Prof. D. A., (Montreal, P. Q.)
 Murray, President Walter C., LL.D., (Saskatoon, Sask.)
 Muir, Rev. W. Bruce, (Annapolis Royal, N. S.)
 Mylius, L. J., (Winnipeg)
 McClare, Chas. H., (Cambridge, Mass.)
 McCurdy, F. B., M. P., (Halifax, N. S.)
 McGillivray, H. J., (Halifax, N. S.)
 McCallum, J. D., (Ottawa, Ont.)
 MacDonald, Daniel F., (New Glasgow, N. S.)
 MacDonald, E. M., K. C., (Pictou, N. S.)
 MacDonald, J. A., "The Globe," (Toronto, Ont.)
 MacDonald, Jas. A., (Halifax, N. S.)
 MacDonald, Margaret, (Quebec, P. Q.)
 MacDonald, Mrs. J. G., (Nelson, B. C.)
 MacDonald, Hon. James, M. P. P., (West Bay, C. B.)
 MacDonald, John D., (Pictou, N. S.)
 MacDonald, Roderick, (Halifax, N. S.)
 McGregor, Hon. J. D., (New Glasgow, N. S.)
 McGregor, Hon. R. M., M. P. P., (New Glasgow, N. S.)
 McInnes, Hector, K. C., (Halifax, N. S.)
 MacKay, A. H., LL.D., (Halifax, N. S.)
 MacKay, Prof. E., Ph.D., (Halifax, N. S.)
 MacKenzie, President A. S., D. C. L., (Halifax, N. S.)
 MacKenzie, Wm. F., (New Glasgow, N. S.)
 MacKinlay, Andrew, (Halifax, N. S.)
 MacKinnon, Prof. C., D. D., (Halifax, N. S.)
 MacIntosh, Rev. John, (Whitney Pier, N. S.)
 McLean, Jas. A., K. C., (Bridgewater, N. S.)
 MacLean, Hon. A. K., (Halifax, N. S.)

- McLennan, Daniel, K. C., (Port Hood, C. B.)
 McLennan, Chas. A., (Truro, N. S.)
 McLennan, S. D., (Truro, N. S.)
 McLeod, John D., (Pictou, N. S.)
 Macnab, Brenton A., (Val Morin, P. Q.)
 Macnab, William, (Halifax, N. S.)
 MacPhie, Rev. J. P., (Monrovia, Cal.)
 McNeil, Archbishop, (Toronto, Ont.)
 McRae, Dr. A. O., (Calgary, Alta.)
 Nicolson, C. B., (Detroit)
 Nichols, E. Hart, (Digby, N. S.)
 Nichols, Geo. E. E., (Halifax, N. S.)
 Nicolls, Rev. W., (Mulgrave, N. S.)
 Orde, J. F., (Ottawa, Ont.)
 O'Dwyer, J. S., (Moncton, N. B.)
 O'Mullin, J. C., (Halifax, N. S.)
 Outram, Capt., (S. S. Alsatian)
 Owen, D. M., (Halifax, N. S.)
 Owen, Mrs. J. M., (Annapolis Royal, N. S.)
 Oxley, Col. F. H., (Halifax, N. S.)
 Paint, Henry N., (Halifax, N. S.)
 Parker, Rev. Lewis W., (M. Stewiacke, N. S.)
 Paton, V. J., K. C., (Halifax, N. S.)
 Patterson, His. Hon. Judge Geo., (New Glasgow, N. S.)
 Payzant, J. Y., K. C., (Halifax, N. S.)
 Payzant, W. L., (Halifax, N. S.)
 Perrin, Frederick, (MacNabs Island)
 Piers, Harry, (Halifax, N. S.)
 Pollok, Rev. Allan, D. D., (Halifax, N. S.)
 Pope, Miss Georgina, (Halifax, N. S.)
 Power, J. U., (Toronto, Ont.)
 Power, Hon. Senator L. G., K. C., (Halifax, N. S.)
 Powell, W. R., (Halifax, N. S.)
 Prescott, C. A., (Halifax, N. S.)
 Primrose, James, (Pictou, N. S.)
 Putnam, Harold, (Truro, N. S.)
 Pyke, John Geo., (Liverpool, N. S.)
 Raiston, J. L., M. P. P., (Halifax, N. S.)
 Raiston, Mrs. J. L., (Halifax, N. S.)
 Rand, Mrs. C. D., (Vancouver, B. C.)
 Reid, Robie L., (Vancouver, B. C.)
 Regan, John W., (Halifax, N. S.)
 Richardson, Ven. Archdeacon, D. C. L., (London, Ont.)
 Richardson, H. A., (Toronto, Ont.)
 Ritchie, Miss Eliza, Ph.D., (Halifax, N. S.)
 Ritchie, James D., (Head St. Margaret's Bay)
 Ritchie, Reginald L., (Montreal)
 Ritchie, W. B. A., K. C., (Vancouver, B. C.)
 Roberts, Arthur, (Bridgewater, N. S.)
 Robertson, T. Reginald, (Halifax, N. S.)
 Robertson, Wm., (Halifax, N. S.)
 Rogers, T. Sherman, K. C., (Halifax, N. S.)
 Ross, Senator W. B., K. C., (Halifax, N. S.)
 Ross, Edwin B., (Vancouver, B. C.)
 Ross, H. S., K. C., (Montreal, P. Q.)
 Ross, H. T., (Ottawa, Ont.)
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 Ruggles, J. R., (Lockport, N. S.)
 Rutherford, R. W., General, (Halifax, N. S.)
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 Salter, Frank, (Halifax, N. S.)
 Sedgewick, Rev. T., D. D., (Tatamagouche, N. S.)
 Saunders, Miss M., (Halifax, N. S.)
 Savary, His Hon. Judge A. W., (Annapolis Royal, N. S.)
 Shand, F. A., (Windsor, N. S.)
 Shatford, A. W., (Hubbards, N. S.)
 Shatford, Rev. A. P., (Montreal, P. Q.)
 Schwartz, W. E., (Halifax, N. S.)
 Silver, A. E., K. C., (Halifax, N. S.)
 Silver, Dr. L. M., (Halifax, N. S.)
 Sinclair, John H., M. P., (New Glasgow, N. S.)
 Slayter, Maj. J. M., (Halifax, N. S.)
 Smith, C. R., K. C., (Amherst, N. S.)
 Smith, Edmund A., (Halifax, N. S.)
 Smith, F. P., M. D., (Mill Village, N. S.)
 Smith, L. Mortimer, (Halifax, N. S.)
 Smith, Dr. M. A. B., (Dartmouth, N. S.)
 Soloan, David, LL.D., (Truro, N. S.)
 Smithers, Canon A. W., (Fredericton, N. B.)
 Sedgewick, F. R., (Granville Ferry, N. S.)
 Sponagie, Dr. J. A., (Middleton, N. S.)
 Stairs, Miss A. P., (Halifax, N. S.)
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 Starr, C. C., (Halifax, N. S.)
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 Stewart, Rev. John H., (Upper Stewiacke, N. S.)
 Stewart, W. B., (Digby, N. S.)
 Stewart, W. D., (New Glasgow, N. S.)
 Stuart, Geo. W., (Truro, N. S.)
 St. Louis Mercantile Lib. Assn., (St. Louis, Mo.)
 Studd, W. H., (Halifax, N. S.)
 Sumichrast, Prof. F. J. de., (Boston, Mass.)
 Tanner, Senator, C. E., (Pictou, N. S.)
 Theakston, Major, (Halifax, N. S.)
 Thompson, Alfred, M. P., (Ottawa, Ont.)
 Thompson, Very Rev. A., D. D., (Gloucester, N. S.)
 Thomson, Arthur, M. B. C. M., (Stratford-on-Avon, Eng.)
 Tory, President H. M., LL.D., (Edmonton, Alta.)
 Tory, Mrs. John A., (Toronto, Ont.)
 Tory, J. A., (Toronto, Ont.)
 Tremaine, R. A., (Truro, N. S.)
 Tory, James C., M. P. P., (Guysboro, N. S.)
 Townshend, Sir C. J., (Halifax, N. S.)
 Trefry, J. H., (Halifax, N. S.)
 Townsend, Rev. W. T., (Carcross, Y. T.)
 Trueman, Mrs. Margaret, (Halifax, N. S.)
 Tufts, Prof., J. F., D. C. L., (Wolfville, N. S.)
 Tupper, Hon. C. H., K. C., (Vancouver, B. C.)
 Vickery, Edgar, J., (Yarmouth, N. S.)
 Vidito, Lt. Col. I. W., (Halifax, N. S.)
 Walker, E. M., (Dartmouth, N. S.)
 Walker, Smith L., M. D., (Truro, N. S.)
 Wallace, O. C. S., Rev. (Westmount, P. Q.)
 Warman, Charles, (Liverpool, N. S.)
 Webster, Dr. David, (New York, U. S. A.)
 Webster, H. B., (Kentville, N. S.)
 Whidden, C. Edgar, (Antigonish, N. S.)
 Willson, Beckles, (Windsor, N. S.)
 Whitman, A. Hanfield, (Halifax, N. S.)
 Whitman, C. H., (Canso, N. S.)
 Whitman, E. C., (Canso, N. S.)

Whitman, F. C., (Annapolis Royal, N. S.)
 Wilson, Canon W. Chas., (Springhill, N. S.)
 Wiswell, William H., (Halifax, N. S.)
 Warner, F. A., (Halifax, N. S.)
 Wilson, J. T., (Halifax, N. S.)
 Willis, A. P., (Montreal, P. Q.)
 Willis, Rev. J. J., (Westmount, P. Q.)
 Wood, Geo. M., (Halifax, N. S.)
 Woodbury, Dr. F., (Halifax, N. S.)

Woodbury, Dr. Ralph H., (Halifax, N. S.)
 Woodworth, J. E., (Berwick, N. S.)
 Worrell, Archbishop Clare L., (Halifax, N. S.)
 Yorston, Fred., (Montreal, P. Q.)
 Young, Mrs. Frank, (Dartmouth, N. S.)
 Zwicker, Edward J., (Cape North, C. B.)
 Zwicker, Rupert G., (Cape North, C. B.)

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 Ellis, Hon. J. V., (St. John, N. B.)

Curry, Hon. Nath., (Amherst, N. S.)

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 Bryce, Rev. Geo., D. D., (Winnipeg)
 Doughty, Arthur G., LL.D., C. M. G.,
 (Ottawa, Ont.)
 Eaton, Rev. Arthur Wentworth, D. C. L.,
 (Boston, Mass.)
 Ganong, Prof. W. F., (Northampton,
 Mass.)

Goldsmid, Edmund F. R. S., (Edinburgh)
 Griffin, Martin J., M. G., (Ottawa)
 Prowse, Judge D. W., (St. Johns, Nfld.)
 Ward, Robert, (Bermuda)
 Wrong, Prof. Geo. M. A., (Toronto)

Honorary Members.

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 ton, D. C. L., (Boston)
 Doyle, Sir Canon, (London)

Raymond, Ven. Archdeacon, (St. John
 N. B.)
 Roberts, Chas. G. D., (London)

Corresponding Members.

(Additional to above).

Reade, John, LL.D., R. S. C., (Montreal) Greenwood, Chas., (London, England.)

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THE NOVA SCOTIA HISTORICAL SOCIETY,

1878-1917.

HON. MR. JUSTICE JOHN W. RITCHIE.....	1878-1879
REV. GEORGE W. HILL, D. D.....	1880-1881
THOMAS B. AKINS, D. C. L.....	1882-1883
REV. GEORGE W. HILL, D. D.....	1883-1885
LT.-GOV. SIR A. G. ARCHIBALD.....	1886-1892
LT.-GOV. M. H. RICHEY.....	1893-1895
HON. MR. JUSTICE WEATHERBE.....	1896-1897
HON. MR. JUSTICE LONGLEY.....	1897-1904
REV. JOHN FORREST, D. D.....	1905-1906
PROF. ARCHIBALD MACMECHAN, M. A., PH. D. . .	1907-1909
JAMES S. MACDONALD.....	1910-1911
VEN. ARCHDEACON W. J. ARMITAGE, M. A., PH. D. .	1911-1917
DAVID ALLISON, LL. D.....	1917.

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DAVID ALLISON, L. D... ..	1880-1881
REV. GEO. W. HILL, D. D.....	1882
HON. SENATOR W. J. ALMON, M. D.....	1883-1889
THOMAS B. AKINS, D. C. L.....	1890

1891.

THOS. B. AKINS, DAVID ALLISON, L. D., MR. JUSTICE WEATHERBE.

1892.

MR. JUSTICE WEATHERBE, HON. SENATOR POWER
HON. M. H. RICHEY.

1893-1895.

MR. JUSTICE LONGLEY. HON. SENATOR POWER.
REV. JOHN FORREST, D. D.

1896-1897

HON. SENATOR POWER. REV. PRINCIPAL FORREST, D. D.
DR. A. H. MACKAY.

1898-1901.

HON. SENATOR POWER. MR. JUSTICE TOWNSHEND.
DR. A. H. MACKAY.

1902-1904.

W. H. HILL. MR. JUSTICE TOWNSHEND. HON. SENATOR POWER.

1905-1906.

MR. JUSTICE LONGLEY. SENATOR POWER,
MR. JUSTICE TOWNSHEND.

1907-1909.

MR. JUSTICE LONGLEY. SENATOR POWER.
VEN. ARCHDEACON ARMITAGE.

1910.

MR. JUSTICE LONGLEY. VEN. ARCHDEACON ARMITAGE.
DR. M. A. B. SMITH.

1911.

MR. JUSTICE LONGLEY. LT.-COL. F. H. OXLEY.
A. H. BUCKLEY, PH. M.

1912.

DAVID ALLISON, LL. D., JOHN Y. PAYZANT, M. A.,
A. H. BUCKLEY, PH. M.

1913-1915.

DAVID ALLISON, LL. D. MAJOR J. PLIMSOLL EDWARDS.
J. A. CHISHOLM, K. C.

1915.

DR. DAVID ALLISON. J. A. CHISHOLM, K. C., JUDGE SAVARY.

1916.

DR. DAVID ALLISON. MR. JUSTICE CHISHOLM. JUDGE SAVARY.

1917.

MR. JUSTICE RUSSELL. MR. JUSTICE CHISHOLM. JUDGE SAVARY.

COUNCIL, 1878-1917.

1878.	1888.	1898.
Dr. W. J. Almon. Jas. S. MacDonald. Rev. T. J. Daly. Geo. E. Morton.	Peter Lynch. Thos. Bayne. Dr. Pollok. PeterlRoss.	Rev. Dr. Forrest. Rev. T. W. Smith. Prof. A. McMechan. Rev. Dr. Saunders.
1879.	1889.	1899.
Dr. W. J. Almon. Rev..T. J. Daly. Geo. E. Morton. W. D. Harrington.	Hon. Dr. Almon. Thos. Bayne. Rev. T. W. Smith. Peter Lynch.	Rev. Dr. Forrest. Rev. T. W. Smith. Rev. Dr. Saunders. Prof. A. MacMechan.
1880.	1890.	1900.
Dr. W. J. Almon. J. J. Stewart. G. E. Morton. Wm. Compton.	Hon. Senator Almon. Peter Lynch. Dr. A. H. MacKay. Rev. T. W. Smith.	Rev. Dr. Forrest. Rev. T. W. Smith. Rev..Dr. Saunders. Prof. A. MacMechan.
1881.	1891.	1901.
Dr. W. J. Almon. G. E. Morton. J. J. Stewart. Joseph Austin.	Hon. Dr. Almon. Dr. A. H. MacKay. J. J. Stewart. Rev. T. W. Smith.	J. J. Stewart. Rev. Dr. Saunders. Rev. T. W. Smith. Prof. A. MacMechan.
1882.	189\.	1902.
Hon. Senator Almon. Dr. J. R. DeWolf. James S. Macdonald. Peter Ross.	Hon. Dr. Almon. J. J. Stewart. Dr. Pollok. Rev. T. W. Smith.	Rev. Dr. T. W. Smith. J. J. Stewart. Prof. A. MacMechan. Rev. Dr. Saunders.
1883.	1893.	1903.
Hon. Senator Power. Peter Lynch. R. J. Wilson. Peter Ross.	Hon. Dr. Almon. J. J. Stewart. Dr. A. H. MacKay. Rev. T. W. Smith.	Archibald Frame. Prof. A. MacMechan. J. J. Stewart. Rev. Dr. Saunders.
1884.	1894.	1904.
Hon. Senator Power. W. D. Harrington. Dr. D. Allison. F. B. Crofton.	Hon. Justice Townshend. J. J. Stewart. Dr..A. H. MacKay. Rev. T. W. Smith.	Rev. Dr. Saunders. Prof. A. MacMechan. Arch. Frame. J. J. Stewart.
1885.	1895.	1905.
R. J. Wilson. Dr. D. Allison. F. B. Crofton. W. D. Harrington.	Hon. C. J. Townshend. J. J. Stewart. Dr. A. H. MacKay, Rev. T. W. Smith.	Rev. Dr. Saunders. Dr. A. MacMechan. J. J. Stewart. Archibald Frame.
1886.	1898.	1906.
Sir Adams Archibald. T. B. Akins. Dr. David Allison. Rev. Dr. Forrest.	J. J. Stewart. Mr. Justice Townshend. Rev. T. W. Smith. Prof. A. McMechan.	Dr. A. MacMechan. J. J. Stewart. Archibald Frame. Harry Piers.
1887.	1897.	1907.
Judge Weatherbe. Dr. D. Allison. Peter Lynch. Rev. Dr. Pollok.	J. J. Stewart. Mr. Justice Townshend. Prof. A. McMechan. Rev. T. W. Smith.	J. J. Stewart. J. P. Edwards. A. H. Buckley. Archibald Frame.

1908.

James S. Macdonald.
A. H. Buckley.
Archibald Frame.
G. W. T. Irving.

1909.

Archibald Frame.
A. H. Buckley.
G. W. T. Irving.
J. H. Trefry.

1910.

G. E. E. Nichols.
A. H. Buckley.
Dr. A. MacMechan.
G. W. T. Irving.

1911.

G. E. E. Nicholls.
J. H. Trefry.
Jas. S. Macdonald.
Dr. John Forrest.

1912.

G. E. E. Nicholls.
G. W. T. Irving.
Dr. M. A. B. Smith.
W. C. Milner.

1913.

A. H. Buckley.
G. W. T. Irving.
W. C. Milner.
Hon. Mr. Justice Russell.

1917.

Major J. P. Edwards.
Dr. A. H. MacKay.
George W. T. Irving.
George Mullane.

1914.

A. H. McKay, LL. D.
G. W. T. Irving.
W. C. Milner.
George Mullane.

1915.

Dr. A. H. MacKay.
George W. T. Irving.
George Mullane.
Rev. Dr. Forrest.

1916.

Dr. A. H. MacKay.
George W. T. Irving.
George Mullane.
Rev. Dr. Forrest.

REPORT OF THE NOVA SCOTIA HISTORICAL SOCIETY.

For the Years 1914-15-16.

The Meetings have been held regularly and as a rule well attended.

There have been 71 persons elected as members.

Rev. Dr. Arthur Wentworth Eaton, Martin J. Griffin and Dr. John Reade, F. R. S. C., were elected Honorary Members.

We have sustained serious loss in the death of the following members:—

James S. MacDonald, at one time President, Sir Wallace Graham, W. L. Brown and Sir Frederick W. Borden.

The following portraits and photographs have been presented to the Society:—

Chief Justice Jonathan Belcher.

Dr. John Garvie, presented by Mr. Guy L. Mott.

Judge in equity John Ritchie, in 1858 and 1868, presented by Miss Eliza Ritchie; and Judge J. Norman Ritchie, presented by Miss Eliza Ritchie.

Photograph of Dr. Slayter.

Photograph of Sir Robert Weatherbe, presented by Lady Weatherbe.

Photograph of Dr. Thos. B. Akins and Beamish Murdoch, both presented by Mrs. Beamish.

Photograph of W. J. Tempest, presented by Ven. Archdeacon Armitage.

Photograph of William Best, presented by George Mullane.

Tablets have been erected as follows:—

To the memory of the Hon. S. G. W. Archibald in the Assembly Chamber, Province Building.

On the gate-post of the light-house at the old Government House, Annapolis Royal, commemorating the birth-place of Sir Charles Darley.

To the memory of the Rev. James McGregor, former Presbyterian missionary, at Pictou.

At Pictou Academy and at New Ross.

No further tablets commemorating historic sites have been erected, for lack of funds.

A Committee was appointed to go through the Archives and to select unpublished documents relating to the Acadians.

By-laws have been passed defining the qualifications of corresponding and honorary members.

Volume 18 has been published.

Representatives were sent to Annapolis Royal to attend the celebration commemorating the Baptism of the Micmac Chief, Membertou, June 1610.

The Society has joined the Historic Landmarks Association of Canada.

The following presentations have been made:—

Two scrap books, containing extracts from the "Liverpool Advance" from the Journal of Col. Simeon Perkins 1779-1806, presented by his great-grandson Rev. J. N. Perkins, of New York.

A copy of the "Nova Scotia Gazette," July 22nd, 1806, and the parchment certificate of D. D. conferred upon Simon Bradstreet Robie in 1822, presented by Mrs. Robie Uniacke.

Fifteen or twenty drawings relating to different parts of the Province, by Albert J. Hill.

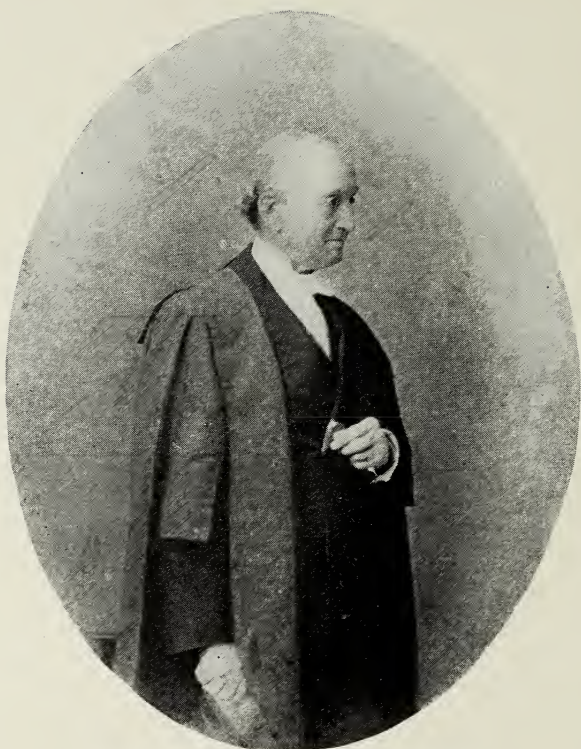
Photograph of the old church at Bedford, presented by C. C. Blackadar.

At the Annual Meeting held April 13th, 1917, the following resolution was passed to the retiring President:—

“Resolved that the warmest thanks of the Nova Scotia Historical Society are due and are hereby tendered to the Venerable Archdeacon Armitage, for the untiring zeal and care and the unfailing courtesy which, as President, he has devoted to promoting the interests of the Society.

“That his success in adding largely to our membership, and in maintaining the regularity of our meetings is the more remarkable when we take into consideration the number of calls made upon his time and energy by other occupations.

“And that the outgoing President may feel assured that the members of the Society shall be slow to forget the great obligations under which he has placed them during his term of office.”



HON. JOHN WILLIAM RITCHIE,
Born 1808, died 1890.
Judge in Equity, Supreme Court of Nova Scotia;
First President of the N. S. Historical Society.

[From a photograph.]

[To face page 1.]

OUR FIRST PRESIDENT,

THE HONORABLE JOHN WILLIAM RITCHIE, 1808-1890.

By the HON. LAWRENCE G. POWER, K. C., Halifax.

(Read, 3rd December, 1915).

Theophilus Parsons, who was many years ago Dane Professor of Law in Harvard University, delivered about once a year an address to the students, on the great lawyers whom he had known. I had the pleasure of hearing the address which has never altogether left my memory. I still recall some of the things he told us of men like Pinckney and Jerry Mason; but nothing so vividly impressed itself on my mind as a quotation which he used. "Gentlemen," the old Professor said, in a rather tremulous voice, "The names of our profession are written in water." The object of the yearly address was to preserve from oblivion the names and the deeds of the leaders of the profession with whom in his earlier days he had been more or less closely associated. He pointed out that, no matter how able or successful a lawyer might be, if he confined himself to the work of the profession and did not enter public life, he was sure to be forgotten, except of course, by the members of his immediate family, very shortly after quitting the scene of his labors.

I had long realized the soundness of the views set before the law students by Professor Parsons; and I had felt for some time that it was in a sense the duty of the society to pay a tribute to the memory of its first President, while it was also the duty of such of our members as belong to the legal profession to place before the public an appreciation of the character and works of one who, whether as a practising barrister, or as a judge, had no superior. The performance of this duty has been too long delayed; and, during the twenty-five years that have passed since Judge Ritchie's death, most of those who knew him best have followed him into another world. Then again, the sub-

ject of this paper never kept a diary and, having lived almost continuously in Halifax, did not leave behind him many such letters as might be used to eke out a biography. Under all the circumstances, I trust that the members of the Society will be a little blind to the shortcomings of this paper.

If we have little information as to the record of Judge Ritchie, we are better off as to his forbears. A deal of valuable information with respect to his father is to be found in the *History of Annapolis County* by the late Mr. Calnek and His Honor Judge Savary, while the small volume, *Recollections of a Georgia Loyalist* by Mrs. Elizabeth Lichtenstein Johnston, is replete with curious and interesting knowledge as to his maternal ancestors.

John William Ritchie, eldest child of Thomas and Elizabeth Ritchie, was born at Annapolis March 26th, 1808. His father, Thomas Ritchie, was at that time a successful barrister and a member of the Provincial Legislature. The father of Thomas Ritchie was John Ritchie, a gentleman of Scottish birth who came to Annapolis from Glasgow by way of Boston, not later than 1774, went into business as a merchant, married Alicia Maria Le Cain, became a captain of volunteers, was elected in 1782 to fill a vacancy in the House of Assembly and died in July, 1790, at the early age of forty-five. Thomas Ritchie was the second son of John Ritchie and was born in Annapolis, 21st September, 1777. He studied law in the office of Thomas Barclay and was admitted to the bar before the close of the century. Shortly afterwards, upon Mr. Barclay's appointment as British Consul-general at New York, he succeeded to that gentleman's large practice. In 1806 he was elected as one of the County representatives in the House of Assembly. He was elected without opposition and continued to be so chosen until his elevation to the Bench in 1824. There is, I believe, no other instance in our provincial history where a member has been elected without a contest at four successive general elections. From this circumstance alone we can gather that Thomas Ritchie was a notable man, both for

character and ability. He married, on July the twenty-seventh 1807, Elizabeth Wildman, fifth child and second daughter of Doctor William Martin Johnston of Liguana, Jamaica.

In the Legislature, he helped in the consolidation and revision of the law relating to the Militia. He became Lieutenant Colonel of one of the Annapolis Regiments and so conducted himself in that capacity as to receive in 1827 the special thanks of Sir James Kempt, the Lieutenant Governor of the time.

In 1834 Thomas Ritchie was appointed President of the Inferior Court of Common Pleas for the Western District, which embraced the present counties of Annapolis, Digby, Yarmouth and Shelburne. Beginning with 1824 the President of this court had to be a barrister, although there were apparently four lay members. It was Judge Ritchie's custom to submit to the Lieutenant-Governor after the close of each term, a detailed report of the business of the courts over which he had presided and of other local matters of interest to His Excellency. On the 17th of March, 1828, he was appointed President of the Court of Sessions, and in 1832 he became *Custos Rotulorum*.

In 1830 he was a candidate for the office of Attorney-General, made vacant by the death of Richard John Uniacke. At page 396 of the *History of the County of Annapolis* we read the following: In a document found in the public archives, dated October of that year, his public services are thus summarized: "The public were largely indebted to him for the consolidation and amendment of the Militia Laws; he was the originator of the treasury note system which had proved so beneficial to the country since 1812; the loan bill introduced by him to alleviate the distresses caused by the change from war to peace, which became law in 1819 and had produced the results intended, was his work; as chairman of the Committee on the Consolidated Revenue Acts, he had done good service; he had been offered the Speakership of the House, but felt it his duty to decline, and he was then the oldest member of the

bar after the chief Justice and the Master of the Rolls and Judges Wilkins and Wiswall". Judge Thomas Ritchie died in 1852 being then in his 76 year.

John W. Ritchie's mother was Elizabeth Wildman, fifth child and second daughter of Doctor William Martin Johnston and Elizabeth Lichenstein Johnston, both of Georgia. Doctor Johnston was a son of Doctor Lewis Johnston a native of Scotland and at one time a surgeon in the Royal Navy, who was a considerable land owner in Georgia, and Laleah Peyton of Saint Kitts. William Martin Johnston was a student of medicine in Philadelphia when the revolutionary war broke out. He became a captain in the New York Volunteers, afterwards the Third American Regiment, a loyalist corps which saw much service during various campaigns. William Martin Johnston made a distinguished record in the course of the war, showing a courage and resourcefulness not exceeded by his border ancestors in Annandale. After the close of hostilities, he went to Edinburgh, where in 1784-5 he continued his medical studies. He afterwards went to Jamaica and practised his profession there up to his death in December, 1807. His wife, the author of the *Recollections of a Georgia Loyalist* was the only child of John Lichtenstein (anglicized Lightenstone) a native of Cronstadt and said to be of Austrian descent. He died in Annapolis in 1813, at a ripe old age. Mrs. Lichtenstein Johnston was a woman of great energy and ability, devoted to her family and exceedingly religious. She died at Halifax, 24th September, 1848. It will have been noticed that both of John W. Ritchie's grand-fathers were Scottish or of Scottish extraction. Speaking of his mother, Mrs. William Martin Johnston says, at page 132 of the *Recollections*, "If I were called upon to bear testimony whose individual character I had ever known most free from selfishness, I could with truth and boldness say it was my beloved Eliza's. In early childhood she evinced the disposition to impart to others whatever she had, and the disposition grew with her growth." She died 19th June, 1819. If I seem to have dealt at undue length with the histories of Judge Ritchie's ancestors, it is

partly because there is so little to be known about his own life and partly because much as to his character and abilities can be gathered from what we know of those who had gone before him. That the character and abilities were largely hereditary is indicated by the facts that while John W. Ritchie ended his professional career as Judge in Equity of his native province, the third brother in the family, William Johnstone Ritchie, was successively *puisne* judge and Chief Justice of New Brunswick and a Judge and Chief Justice of the Supreme Court of Canada, and that Joseph Norman Ritchie was for several years a Judge of our Supreme Court. George Wildman died before attaining the age looked upon as qualifying for a seat on the Bench, and James J. disqualified himself by giving up law for the higher calling of divinity. He however left two sons, who became prominent members of his original profession, and one of whom occupies, to the great satisfaction of suitors and counsel, the judicial position which seems to be in some sort a belonging of the Ritchie family.

Turning now to the more immediate subject of this paper, we learn from the *Recollections of a Georgia Loyalist* that, when Mrs. William Martin Johnston returned from Jamaica to Annapolis in 1810, she found that "My Eliza had two dear boys. John was two and a half years old, Thomas, a stout boy, ten months old." Further on we are told, "As soon as I went to housekeeping I relieved her (Mrs. Thomas Ritchie) of part of her care by having John stay with us." We are also told that John was a special favorite of his great-grandfather John Lightenstone. At page 124 of the *Recollections*, Mrs. Johnston says that, "Until John was three years of age, he lived with me, and from an old fashioned prayer-book with large print I taught him his letters and to spell little words." Mrs. Ritchie died on the 19th of June, 1819, when John was something over eleven years of age. In connection with her daughter's death we have the following from Mrs. Johnston. "I soon broke up housekeeping to live with Mr. Ritchie and watch over his children's health and morals. I stood to them

now in the place of their dear mother, for I knew well her wishes, plans and hopes for her children. Her great principle was to exact from them implicit obedience, and those who were old enough at her death evinced by their conduct the benefit they derived from her discipline."

For many years after this somewhat indirect mention, there is not, as far as I know, any written or printed record dealing with the history of John W. Ritchie. I have learned from a member of his immediate family that he did not go to college, but was educated at home under the care of tutors provided by his father. As to this point, I made a mistake in stating in the memorial appended to the seventh volume of our Collections, that Mr. Ritchie was educated at the Pictou Academy. His brother William did study at that excellent and well known school.

In due course, he was articled as a clerk to his Uncle James W. Johnston, and, after the usual term of service, was admitted as an attorney of the Supreme Court on the twenty-fifth of January 1831 and as a Barrister on the twenty-fourth of the same month in the following year.

For some time clients were exceedingly few; and Judge Ritchie told me that for ten years after his admission to the bar he had had almost no practice. Wiser than most young lawyers, he devoted his abundant leisure "to patient and thorough study of the law. The result of this quiet work, combined with great business capacity and a most honorable and upright character, was that, when practice came it found him admirably prepared, and increased rapidly, so that in a comparatively short time he took his place amongst the leaders of the profession."

At the general election held in November 1836, young Ritchie was a candidate with W. H. Roach for the County of Annapolis. Their opponents were, William Holland of Wilmot and Frederick A. Robicheau of Clare; and, notwithstanding the personal popularity of Mr. Roach, who had repre-

sented the County for eighteen years, and the high respect in which he and his youthful colleague were held, the opposition was successful. *The History of the County of Annapolis* speaks of the result of the election as being due to the wish of the people of the eastern and the western ends for a division of the County. No doubt this had not a little effect; but the fact that before Mr. Robicheau, no Acadian candidate for the House of Assembly had come forward was probably an equally important factor. Possibly also the reform movement championed by Howe and others was beginning to make itself felt throughout the Province. Mr. Ritchie himself credited the Acadians with his defeat.

He never afterwards appealed to the electorate and often expressed the opinion that his defeat in the Annapolis election was a blessing in disguise. There is no doubt that to a man of his tastes, habits, and character the position of a member of the Provincial Legislature would have offered few attractions and would have presented many drawbacks.

In 1838 Mr. Ritchie married his handsome cousin Amelia, eldest daughter of the Honorable Doctor William Bruce Almon. The young couple lived in a house on the west side of Hollis Street, north of what is now the annex to the Queen Hotel, in which was the bridegroom's office. The Union begun in 1838, lasted without flaw or cloud for over half a century; and, as Judge Ritchie died the year after his wife, it can be said that in death they were not divided.

One finds that in the Session of 1840 John W. Ritchie was Law Clerk of the Legislative Council, having been appointed probably in 1839. The position, which he held for twenty-four years, was one well suited to a man of his training and cast of mind and one which enabled him to do a deal of valuable though unobtrusive legislative work. Were we in a position to learn, we should probably find more than traces of his handiwork in many of the acts passed during his term of office. His appointment is not a matter of surprise, because apart from his

special qualifications for the position, he was the son-in-law of a prominent member of the Council and the nephew of a leader of the Government in that House. In 1850 and the two following years he was associated with the Honorable William Young, Jonathan McCully and Joseph Whidden, Clerk of the House of Assembly, in preparing the First Series of the Revised Statutes, a masterpiece of its kind. No similar Legislative work was undertaken, until after the lapse of some years, by any other British Colony. Mr. Ritchie undoubtedly found it most congenial.

In 1764 the Island of St. John, afterwards of Prince Edward, and at that time part of Nova Scotia, was divided into 67 Lots or Townships of about twenty thousand acres each, which with the exception of three small reservations intended for three county towns and the two lots 40 and 59, were disposed of in London by lottery before the Board of Trade and Plantations in one day. In August 1767 Grants were ordered to the several allottees. These Grants were in the form of long leases and contained provisions for the payment of quitrents and the placing of settlers on the lands, under penalty of forfeiture. As time went on much confusion and dissatisfaction arose in the Island as a result of these leases. The Proprietors, as the allottees and their successors in title were called, failed to carry out the conditions of the leases; while the tenantry did not, as a rule, pay the rent due to the Proprietors. By the middle of the last century, things were felt to call for some effective action. The Island Legislature attempted to deal with the matter in the interest of the tenantry, but its Acts were disallowed in London, and the Imperial Government declined to declare the leases forfeited for non-performance of the conditions by the Proprietors. After much correspondence, a Commission was on the 25th of June, 1860, issued by the Government to John Hamilton Gray of New Brunswick, nominated by the Duke of Newcastle, Secretary for the Colonies, the Honorable Joseph Howe, nominated by the Prince Edward Island Assembly, acting on behalf of the tenantry, and John William Ritchie,

nominated by the Proprietors. With respect to the differences which had arisen between the Proprietors and the Tenantry, the three gentlemen named were "to be our Commissioners for inquiring into the said differences, and for adjusting the same on fair and equitable principles."

The commissioners met at Charlottetown, on September the fifth, 1860, and continued to sit until October the first. They travelled through all parts of the Island and saw for themselves the exact condition of things; and in December they adjourned to Halifax where their report was prepared. It bore date the eighteenth day of July, 1861, and submitted a thorough, practical, just and effective scheme for settling existing differences. What is unusual in such cases, the report or award was unanimous and, if acted upon, would have brought the differences to a speedy end. His Grace the Duke of Newcastle "said that he was desirous of expressing his appreciation of the painstaking, able and impartial report which the commissioners had furnished, a report which would derive additional weight from its unanimity, and which was the result of an investigation so complete that it had exhausted the material for inquiry into the facts of the case."

Notwithstanding his high opinion of the report, the Duke refrained from allowing it to go into operation. The reasons alleged for this course strike one as being extremely technical, if not flimsy. One cannot go further into the history of the matter and must be contented with saying that the settlement of this urgent question was postponed for fifteen years, at the end of which time it was dealt with by what is sometimes spoken of as the Childers' Commission.

For several years Dalhousie College was in a moribund, or, to speak more accurately, a comatose state. In 1863 a Statute was passed, Chapter 24 of the Acts of that year, entitled "An act for the regulation and support of Dalhousie College," which infused a new and permanent vitality into the old institution and caused it to enter on the career of successful development of which each succeeding year offers additional

proofs. This Act placed the control of the renovated University in the hands of a Board of six Governors. The following were the gentlemen named in the first section, The Honorable William Young, the Honorable Joseph Howe, Charles (afterwards Sir Charles) Tupper, S. Leonard Shannon, John W. Ritchie and James F. Avery, Esquires. His appointment to such an important position goes to show the esteem in which the modest lawyer was held by those best able to judge of his qualifications. As to the way in which he discharged the Duties of Governor, I am pleased to be able to quote the Reverend Doctor Forrest who was associated with him for some eleven years. "When Dalhousie College was reorganized in 1863, Mr. John W. Ritchie was one of the Board of Governors appointed by the Act. He remained in active connection with the College till the time of his death and always took a deep interest in its affairs. Regular and attentive to all the meetings of the Board his judgment could always be depended upon, and he exercised a great influence in developing the reconstructed College. No one seemed so quick and alert in grasping any matter proposed. He seemed always ready with a suggestion which presented the line of action which was best in the circumstances. His judgment was almost invariably deferred to because he seemed always to be right. There was nothing at all overbearing in his manner. He was considerate and courteous. With strong opinions of his own he was willing to listen to the views of others, and the large influence which he exercised was clearly due to his sound judgment, courteous manner, and clear presentation of his case. Brought in close touch with him for many years in connection with College affairs, I was convinced that no institution could have had an abler or more judicious governor. To me he seemed the very ideal of what a judge ought to be".

From 1864 to 1867 he was a member of the Legislative Council and Solicitor General. In these capacities he continued the work to which he had probably devoted part of his time as Law Clerk, that is, bringing the law of the Pro-

vince on various subjects up to that of the Mother Country. One example of this legislation is Chapter 10 of the Acts of 1865, entitled, "An Act to amend the Laws affecting Trade and Commerce," which followed the lines of the English Mercantile Law Amendment Act of 1856; another is Chapter 12 of the Acts of 1866, intended to assimilate the law of this Province with regard to the limitation of actions to that of England.

In the Fall of 1866, Mr. Ritchie was appointed one of the Delegates from Nova Scotia to the Conference which met at London for the purpose of arranging the terms of Union between Canada, Nova Scotia and New Brunswick. It was understood that no radical change was to be made in the Resolutions adopted by the Conference held at Quebec in October, 1864, but that the phraseology might be altered and certain comparatively small modifications made in their substance. His co-delegates were the Honorable Charles Tupper, Provincial Secretary, the Honorable William A. Henry, Attorney General, the Honorable Jonathan McCully and the Honorable Adams G. Archibald. The Conference met at the Westminster Palace Hotel on the fourth of December, and sat almost continuously until the twenty-fourth of that month when the Resolutions were adopted. After that date, there were made at least five drafts of the Bill, which afterwards became the *British North America Act*, 1867. The final draft was submitted as a revise on the ninth of February, 1867.

We may assume that owing to his legal knowledge and ability and to his long experience as a legislative draftsman, Mr. Ritchie took an active part in the work of the Conference, and for this opinion we find confirmation in the very imperfect report of the proceedings of the Conference, prepared by the Secretary, Mr. Bernard, and, fortunately, made accessible in the volume of Confederation Documents published by Mr. (now Sir Joseph) Pope.

In 1867 Mr. Ritchie was appointed to the Senate of Canada, in 1870 he became a judge of the Supreme Court of Nova Scotia,

and in 1873, upon the declination of the office by the late Sir Adams Archibald, was chosen to succeed his uncle, the Honorable James W. Johnston, as Judge in Equity. In 1882 Judge Ritchie had a slight stroke of paralysis and decided to retire from the Bench. The First Minister of that day, Sir John A. MacDonald, wrote to him, trying to induce him to retain his position, intimating that it was not necessary that he should work hard and expressing the opinion that by devoting half his time to the duties of his office he would render as great service as the ordinary judge who gave all his time. Notwithstanding this and notwithstanding that his faculties were impaired only slightly, Judge Ritchie persisted in resigning. In abandoning his high position, because he thought that he should give his country none but the best of his intellectual work he showed the loftiness of his character and "set an admirable example for succeeding judges." The fact that in 1878, when he was seventy years of age, he took part in the founding of this society goes to show that he had inherited the unselfish spirit and the desire for the welfare of others which, in a passage already quoted, Mrs. William Martin Johnston described as characteristic of his mother.

Judge Ritchie spent the eight years following his retirement from the Bench at his historic home of Belmont, devoting no doubt great part of the time to calm preparation for his departure from this life. He died on the eighteenth of December, 1890, aged eighty-two years and nearly nine months.

It would seem fitting to add to the foregoing imperfect sketch of Judge Ritchie's career some little statement of the light in which he presented himself to his associates and fellow-citizens.

He was somewhat below the middle height and remarkably well proportioned. His hair was dark and his nose aquiline, and there was a fair amount of color in his cheeks. Taking him altogether, he was a handsome man. I have fancied that I saw in the portrait of Judge Bliss in the Law Library, a marked resemblance to Judge Ritchie.

In his earlier days he was fond of shooting and riding, and during his whole professional career was alert and quick in his movements. He usually walked to and from his office, at which he arrived comparatively early and in which he generally remained until the close of the business day. In the office of J. W. & J. N. Ritchie, in which I served my apprenticeship, there was no coming back at night; but, as the senior partner did not as a rule leave the building during the day, luncheon being with him almost a matter of form, and as the work went on continuously from comparatively early in the morning till fairly late in the afternoon, there was perhaps as much accomplished as under what are supposed to be the more strenuous modern methods. John Ritchie sat by himself in the inner of the two offices and Norman, who was 26 years younger than he, with the clerks in the outer. Although the senior member of the firm was always courteous and affable, there was a certain element of dignity and aloofness about him which hindered us from being as free and familiar as we were with the junior. John W. Ritchie's attitude towards his clients was almost judicial: unless a case was legally and morally good, he would not undertake it; and he could be very clear and emphatic in the expression of his opinions of those whose cases did not measure up to a fairly high moral standard. The firm were noted for the moderation of their charges for professional work, a characteristic which, if it did not receive the unqualified approval of their brethren of the profession, was very favorably looked upon by their numerous clients.

I was not often a witness of Mr. Ritchie's conduct of a case in Court. He had no gifts of eloquence and was troubled with a slight hesitation of speech, but he was effective even in addressing a jury, because of his evident and well known regard for truth and because his speeches were earnest and to the purpose. In speaking to the Bench he was of course, entirely in his element.

There was about him in Court as elsewhere a complete absence of vanity and conceit. As to his qualities as a judge,

others, and particularly Mr. Justice Russell, are better qualified to speak than I. One cannot help, when reading his decisions as given in that learned gentleman's volume of equity cases being struck by their clearness and comparative brevity. They carry conviction to the readers' intellect as he goes along and are evidently the productions of a mind thoroughly saturated with the principles of law and familiar with its practical working.

From the Memorial of 1890, I may quote the following: "In the preface to the volume containing his decisions as Judge in Equity, the learned reporter, Mr. Russell, describes the Court during his term of office as in the language of Chancellor Kent, presenting the image of the sanctity of a temple where truth and justice seemed to be enthroned and to be personified in their decrees; and in the resolution of the Nova Scotia Barristers' Society, unanimously adopted just after Judge Ritchie's death, the following eloquent language is used with respect to the Equity Court: To the discharge of its duties he brought faculties and attainments of the highest order, and those judicial virtues without which even faculties and attainments of the highest order are no sure guarantee of success. Patient to listen and weigh, keen to detect fallacy, merciless in the exposure of fraud, severe and exacting with seniors, but gracious and condescending to juniors, he discharged for eight years the duties of his high judicial office with an unbending integrity, which is happily not exceptional, but also with an unquestioned authority, which is almost without a parallel in the judicial annals of the Province. After a long and busy career, crowded with the most useful and most fruitful activities through many years, in which he wore the white flower of a blameless life, he has gone from our midst, leaving to the generation that follows him a noble example of high devotion to professional and public duty, and to those that were privileged to know him intimately the memory of his many endearing qualities of head and heart".

John W. Ritchie's domestic life hardly comes within the province of the writer, but it may be said to have been almost ideal.

As a rule, in papers such as this, it is not customary to deal more than very briefly with the subject of religion; but Judge Ritchie's case was exceptional. He seems in early life to have taken to heart the lessons taught by his grandmother Johnston, and he was throughout his whole career a practical and devoted Christian. He really "reverenced his conscience as his King." He did not belong to what is known as the "Broad" section of the Church of England, but was a strenuous and sincere supporter of the views held by the administration of St. Paul's Church in this city. Indeed the first occasion on which, as far as I remember, I heard him speak in public was in 1863 when the Chapter of the Third Series of the Revised Statutes "Of the Church of England" was before the Legislative Council. Bishop Binney advocated the claims of the episcopate, which Mr. Ritchie on behalf of the parishioners at St. Paul's and those who felt with them strenuously resisted: The handsome stained glass window and the monument in that Church intended to honor his memory are not misplaced.

While a firm believer in the doctrines of his own faith and strict and scrupulous in the practice of his religion, he was no bigot, was not one who thought that all who did not agree with him were as the Heathen and Publican, and were on the path of perdition.

A touching illustration of this characteristic took place when Judge Ritchie was on his death-bed. An old Irish Catholic, who had for several years been employed in work that brought him to Belmont, was dying at the same time; and the Judge sent a message to him to the effect that he hoped they would soon meet again in a better world.

I conclude, with the expression of my regret at the imperfect nature of this humble tribute to the memory of one who was a great lawyer, an admirable judge, an ideal husband and father, and in the best sense of the words, a Christian gentleman.

RECOLLECTIONS OF SIXTY YEARS AGO.**By the REV. ALLAN POLLOK, D. D., Halifax.****(Read April 9, 1915).**

I was one of three young ministers who sailed from Liverpool for Nova Scotia on Christmas, 1852. The passage was long and stormy and we did not land till the 9th of January. The vessels were strong but far from being as comfortable as at present. My two companions were, Mr. G. W. Sprott, Christian name George W., from Musquodoboit and Mr. Maclean, Christian name Alexander, from Pictou. We came by appointment of the Colonial Committee of the Church of Scotland. Mr. Sprott remained in Halifax to assist the ministers of St. Matthew's and St. Andrew's congregations. Mr. Maclean and I went to Pictou and Wallace. All three were alive till the threefold cord was broken by the death of Dr. Sprott three years ago. Dr. Maclean is still alive and well at the age of ninety-four. He has been known for many years as an eloquent preacher in Gaelic and English in Pictou, Cumberland and Prince Edward Island. Dr. Sprott, after returning from Ceylon, where he held a Chaplaincy for seven years, became minister, first, of the Chapel of Garioch and then of North Berwick. He is reputed to be a high authority in the Church History of Scotland subsequent to the Reformation. The Book of Common Order contains more from him than from any other Contributor and he is the author of several works on the Worship and Rites of the Church of Scotland.

One of the best views of Halifax is that from the harbor. To a stranger as I was and wholly ignorant of Nova Scotia and its cities that view was neither attractive nor encouraging. As the boat passed slowly to the dock on that cold winter day one might see a succession of wooden piers, crowned with ragged and unshapely buildings; said to be stores and offices. They

need no description; as they or structures like them, are there still. The people who waited for the arrival of the steamer on the Cunard wharf looked very cold. The "Waverley" to which we drove—the building still may be seen at the south-west corner of Barrington and Blower Streets—did not show a very attractive exterior; but was as comfortable as it could be made in such cold weather. We found within three gentlemen who were said to frequent this house every winter. They seemed to be on the best of terms with themselves and with each other. They were very considerate and kind to us young men and made us feel much at home. As we landed on the Sabbath, we went in the afternoon to St. Matthew's, which was not far distant. I remember well the pew in which we sat and the lady and gentleman who were in it. They were afterwards married and they are now both dead. The service was at 3 o'clock in the afternoon; a very convenient hour for many.

On Monday morning we found that it had snowed during the night and I heard sleigh bells for the first time. On further inspection the city did not appear to extend in one direction much beyond Morris St., though some well-known houses might be seen further south. Toward the west, South Park St., down which a brook ran, might be the boundary with scattered houses beyond. St. Matthews' was in Hollis St., at the corner where the offices of The Eastern Trust Co. offices are now situated. St. Andrew's was right above St. Matthew's on Barrington St., looking across to St. Paul's on the opposite corner. The building is still there and no one, regarding its commercial transformation, would ever suspect that it had been a church. St. Matthew's was entered by a porch with an outside stair. The first object that met the eye on entering was a huge stove, which created such heat as I had never felt in church before. On cold days in Scotland we always expected to have cold feet. When the heart was warm and the feet were cold it was more meritorious. The sides of the church, the gallery and the pulpit were high and the pulpit had a canopy; which aids the voice and is a comfort to many;

while it helps to fill a bare space. The choir was in the front gallery and was assisted by no organ.

In referring to the churches I must speak as I found them within a few days. Where there is no knowledge there can be no partiality. Of the four Presbyterian churches, St. Matthew's was the oldest. It began with the city, was built at the same time with St. Paul's and, as appears by prints in existence, of much the same shape. The frames of both had been brought from New England. By law it was designated for the use of Protestant Dissenters—a phrase meant to describe all such as did not belong to the Church of England and were Protestants. This comprehensive title, whether the worshippers liked it or not, must have called for some mutual toleration. At the commencement of the city it was probably that or nothing. St. Matthew's was originally not Presbyterian but Congregationalist, like the churches of New England and continued long to call their ministers from the Eastern States. When, however, the American Revolution severed Halifax from the United States, the congregation no longer desired any connection with the revolted colonies and applied to the Church of Scotland for ministers. Even then they for a long time came under no presbytery and when I came to this country they were using Watt's version of the Psalms as a mark of their Independent origin.

The first sight which I had of the Rev. John Scott was as he appeared in the pulpit of St. Matthew's on the 9th January, 1853. He must have then been between fifty and sixty years of age. His complexion was pale, his features somewhat angular and his whole appearance delicate. Within the sphere of duty which he laid down for himself no one could be more strict and conscientious. In dress, manners and deportment he was a cleric of the old school. His address was stiff not from pride but modesty and diffidence. Mr. Scott might not have the affability of some but he felt more kindness than he could show or express. Such a manner he carried into his conduct of the services of the Church, which, though plain

always, in his hands were especially so. His sermons were carefully prepared, elegantly composed and read without the least action in a level voice. He had belonged to the Moderate Party in the church; who affected philosophy and literary style and despised popular preaching, which they called highflying. Perhaps his solemn tones and the regular cadence of the sentences might have a somnolent effect upon some, but those who chose to listen would be instructed. Unlike many of the Moderate Party, Mr. Scott was decidedly evangelical. I cannot but remark that he was very kind to myself. In no church had I ever seen so many venerable heads or expressive and thoughtful faces. The aged and not the young seemed to predominate and the quiet service, free from all excitement, harmonized with the maturity of the worshippers.

St. Andrew's had a different origin and history. In contrast with St. Mathew's it was Presbyterian from the first. Without entering into the terrible history of Scottish schisms, I may merely mention that this church was organized in 1818 in connection with the Scottish Synod of Relief and was united to the Church of Scotland soon afterwards, when Mr. Martin was sent out to take charge and remained its minister till 1856. He had been a Covenanter, but he ceased to be one from circumstances which I had from himself. When he was a young man, Dr. Chalmers was electrifying Scotland with his eloquence and Mr. Martin could not resist the temptation of going to hear him. But the stern Covenanters could not tolerate such lax conduct. They allowed no such misdemeanor as occasional hearing. When he applied for license, objection was made to his conduct; when he took up his hat and left them. The Church of Scotland never had a more devoted, zealous and active minister. Shortsightedness caused his peculiar manner of peering into the faces of those whom he met. He was a man of vast information and edited the Guardian and the Monthly Record of the Church of Scotland for many years.

As my theme limits me to personal reminiscence, I can only mention other churches. Chalmer's Church on Barrington St.

enjoyed the ministration of Dr. Alexander Forrester, whose name is indelibly associated with the revival, extension and improvement of our Common School System. He was a large man with pronounced Scottish features and a huge unkempt head of hair. I made the acquaintance of Dr. P. G. Macgregor, the youngest son of Dr. James Macgregor, the distinguished scholar, poet, preacher and missionary. His son in Poplar Grove Church was an able preacher and laborious pastor for many years, who made for himself many friends by his attention to the sick and dying. Archbishop William Walsh occupied the Roman Catholic See of Halifax. Since his death four prelates have ruled that Diocese. Bishop Hibbert Binney occupied the Anglican See. He was but recently appointed and two have followed. Archdeacon Robert Willis was minister of St. Paul's. I attended a meeting in the Grafton St. Methodist Church; which appeared to me to be quite luxuriously fitted up for the comfort of the worshippers. Of the mutual relations which existed among the churches I can say nothing. I cannot affirm that there was much intercourse but there was certainly quite as much as I had seen among the churches in Scotland.

The manner in which political questions appeared to be discussed at that time might admonish me not to attempt to describe the political situation. I was astonished at the violent philippics of the daily papers, and the freedom with which public men were handled. Writers in the British Press generally practised some restraint, while saying all they wished to say. Since Confederation has widened the political sphere, there has been some improvement in this matter. In matters of expediency there must be room for difference of opinion and in matters of opinion for mutual toleration. But few are patient and keep their temper when they meet with difference in opinion. They seem to consider their understanding to be impeached and take it for a personal offence. A difference in judgment is made a moral trespass and then an opponent is pelted with the hardest names, and names well-

chosen do the best work. They are better than arguments and are easily and widely bandied about. They are the hand-grenades that scatter the enemy's ranks. I had the good fortune to be able to see the opening of The House. Joseph Howe was introducing his railway measures. Excitement was intensified by the report that a well known Conservative was to give him the support required for his success. Mr. Howe was pointed out to me. He seemed to be a bright, burley, fresh looking man of medium height with a good humored expression of face. He might be taken for a farmer who enjoyed the benefit of pure country air. Besides eloquence he made friends by frankness of address and agreeable manners. The Conservatives regarded him as a mob orator of doubtful loyalty, which was certainly a false description. He had fought a hard fight, fought it successfully and had hosts of warm friends and supporters. The leader of the opposition was J. W. Johnstone. His body was spare, his face pale, his features sharp and finely chiselled and his hair bushy and snow-white. It would be difficult to find a more venerable figure. I had seen only one such before. He recalled to me Dr. Brown of Broughton St., Edinburgh; one of a remarkable family of Browns in the United Secession Church. I was prepared to hear that, while Mr. Howe was the popular man and the popular orator, Mr. Johnstone was of a different type. His sharp features would lead one to expect keen logic, clear expression and luminous and impassioned exposition. The Attorney General was Mr. Uniacke, a tall man with aristocratic features; said to be one of the most accomplished speakers in the house in his best days.

In this room where we are now met, we cannot but think of the battles fought and won within these walls. We can look back and view them through the mists of many intervening years. Ossian pictures the ghosts of his heroes appearing among the mists of the night and mingling with the clouds of the sky. Their shadowy forms are as real to the soul of the seer as if they were still in the fight. If there were any truth in

supernatural visitations, this house should be full of ghosts. Drawing the line at Confederation; before that time how many reputations were torn to pieces, how many passions were roused, how many fierce fires enkindled, how many friendships blasted, how many ambitions desolated, how many hopes destroyed! Some trod these halls long enough to be accounted old warriors, heroes of a hundred fights and others blazed a short while and disappeared, like shooting stars amid the darkness of the night. Many eloquent voices have been heard within these walls; such as would have commanded attention in any part of the world. All the oratory was not party warfare to be employed for partizan purposes but it rose into higher strains; but the speakers are now silent. We may, however, now pause to remember them for a few moments.

It might have been expected that after a century of existence a city, situated like Halifax, might be larger in population and grander in structure. Its opportunities for enlarged trade and commerce seem to be quite exceptional. The presence of the imperial army and the visits of the navy were special advantages. The fortifications must have caused the expenditure of vast sums of money; though all this tended to restrain individual and independent enterprise. It also created a standard of life and manners, which was unfavorable to habits of honest industry. The army and navy became the sphere of all human ambition for both axes. The foresight of the man who chose the site of Constantinople has been applauded by all historians. He called it, New Rome, but by a spontaneous impulse the world has named it Constantinople: thus blending the name of the City with the name of the founder for all time. It would be absurd to compare the site of this city with one which holds the gate of two great continents and two great oceans. But in all North America there is no such harbor as ours and in spite of all competition it must become the gate of Canada and we now hope that the future will be very different from the past.

St. Matthew's Church was burnt about midnight, 1857-58. It was a pity that the old church should thus disappear. Like St. Paul's, it was a much revered memorial of a past age. Some well known men and many venerable heads might be seen within its walls. Joseph Howe was frequently a worshipper there. Mr. George Thomson, who was Rev. Mr. Scott's executor, told me that he found among Mr. Scott's papers a bank cheque signed by Mr. Howe, which Mr. Scott had never presented for payment. On some occasion Mr. Scott had told Mr. Thomson that he knew that Mr. Howe needed money more than he did. Mr. Scott, left all his money, amounting to two thousand pounds of the old currency, to St. Matthew's. Mr. John Watt, whose duty it was to count and take charge of the collections, was never absent. I remember him very well—also Mr. William Murdoch, Mr. Robert Noble, Mr. William Young, Mr. George Mitchell, Mr. Archibald Scott, Mr. William Sutherland, the Hon. James McNab, Dr. Avery and Mr. David Allison—grand and venerable looking men. Like the old church itself, they have all passed away. J. J. Bremner and two ladies, whose names I might give still survive.

I wish that I could describe appropriately some of the men whom I saw at that time. Mr. J. B. Uniacke, a fine looking man, who was then the Attorney General, I saw in the house and at the table of the most hospitable man that ever lived in this city; the Honorable Alexander Keith. He was a Scotsman from Caithness, a man who was of a most generous disposition. He dispensed much of what he acquired in business in entertaining friends, visitors and especially officers of the Army and Navy. He was a great friend of Mr. Martin; to whom both he and Mrs. Keith, who was a most charitable woman, were most kind and attentive to the last moment of his life. In the house which, after being enlarged, is now the "Elmwood" Hotel (at the northwest corner of South and Pleasant Streets). I met Mr. William Murdoch, his brother Charles, Mr. Archibald Scott, Mr. William Sutherland, the

Hon. Alexander (-) McDougall and Miss Murdoch, by no means the least important of the company. Mr. William Murdoch was tall and portly, strong featured, large-headed and Scottish in appearance, speech and address. In finance he was reported to be quite a genius, and he made a large fortune. He was ready to help young men in business with money and advice. Excellent portraits of all the men mentioned above will be found in Jas. S. Macdonald's "Annals of The North British Society."

It ought to be mentioned that Mr. Murdoch was one of many who have remembered in his gifts Halifax charities and institutions. Scotsmen have been credited with being fond of money and of the business of making it. Certainly they figure largely in banks and other financial societies. William Paterson, a Scot from Dumfriesshire, was the founder of the greatest bank in the world. The English were glad on that occasion to avail themselves of his genius in making a note-of-hand without endorsement legal tender. Looking at the history of this city, Scotsmen have no reason to be ashamed. Mr. Murdoch gave to the School for the Deaf, the Blind Asylum and the Dispensary; one thousand pounds to the North British Society and three thousand pounds to St. Matthew's Church. Sir William Young gave \$10,000 to the North British Society and \$70,000 to Dalhousie University. Alexander Macleod gave an equal sum to Dalhousie University. George Munro, a Nova Scotian from Pictou, but the son of a Scotsman, preserved and perpetuated that University by gifts approaching half a million. Sir Sandford Fleming has lately given a most charming park for the recreation of our citizens, and we have a Scotsman living among us who has bestowed half a million and more upon the Patriotic Fund in this great crisis of our history. Among other national emblems the thistle need not hide its head.

Many will know and some may remember the route by, which on Monday, the 17th January, 1853, we travelled to Pictou, and the kind of conveyance. The old American coach,

hung upon thick straps of leather, was neither smooth nor comfortable. It crossed to Dartmouth at 7 o'clock in the morning and after a run of 17 miles arrived at what was called Shultze's Inn between 9 and 10 oclock. This old-fashioned tavern now passed away was beside Grand Lake Station or else Oakfield. I have often tried to identify its site from the railway. It was an unshapely old house, where a comfortable warm breakfastal ways awaited the passengers, who, while they had passed alongside of lake scenery which for quiet beauty can hardly be excelled, were always hungry and generally cold in winter. If they wished to *reinforce* the breakfast, they could always do it at Shultze's. I need hardly follow the details of my journey to New Glasgow, which was reached by sleigh from Truro at midnight. The complete novelty could not but make it interesting to a stranger. The stars were visible in the misty night. The jingle of the bells was pleasant amid the silent woods. Tall blasted trees stretched out their bare crooked arms between us and the sky. The sleigh was smooth and noiseless. A number of tall stalwart men met us at Mount Thom and took away my friend Maclean. These were his brothers who are all now dead. To my surprise I was soon told that I was on the ice of the East River and at New Glasgow where I was to dwell for twenty years.

On the following day the scene which presented itself for the first time contrasted with much that I had ever seen before. The town, now a considerable city with a busy population, was decidedly small. The Highland people called it "the little," but, small as it was it was not long since it had been much smaller. Only two or three houses were on the west side of the river. Like all rural villages, its unpaved streets were quiet. There was a hill behind and a mountain in the distance. The houses all over the country were of wooden frame; the old log hut had almost disappeared. But the cheerful old log fires were still common. I have slept in the log-house, which might have been tolerated, had it not often been, like Julian the Apostate's beard, *populous*. The country was quite

picturesque with hills and hollows, rivers, brooks and meadows. The people were here, and in the whole country, almost all Highlanders, who had been coming out in waves of migration, to these forest lands for nearly a hundred years. They nearly all retained the Gaelic language and spoke it. They came mostly from Inverness shire, Sutherlandshire Rosshire and Caithness. They had undergone in coming and in pioneer work great hardships, but they were strong, patient, industrious and sober. God had prospered their labors and themselves. They left poverty behind.

Why I should be there a stranger amid scenes so new demands some short explanation. The Scottish people, since the Reformation, have always taken a disproportionate interest in Church Government, not from any peculiar turn of mind but because they were never let alone. Interest was created by interference. They were at first half Presbyterian, then Presbyterian, then Prelatist, then Presbyterian, then half Puritan or Cromwellian, then Prelatist, then Presbyterian. Was ever any people so tormented? This was chiefly the work of the Stuart Kings who wished to promote despotic government with the help of the Church, and to make the Church a tool of the State or themselves. A fairly good system was secured by the Resolution Settlement in 1690; which was again upset by the Act of Queen Anne in 1712 restoring lay-patronage. The seceders began furious attacks upon this in 1732 which ended in the Disruption of 1843. Lay-patronage was the bugbear. Doubtless it was not satisfactory. But, neither is popular election of ministers always satisfactory. The late Dr. Macgregor of St. Cuthbert's, Edinburg, in preaching to the parish of Monimail, to which he had been presented, took for his text; "Not this man but Barabbas. Now Barabbas was a robber." The people in Nova Scotia and Cape Breton were not unmoved by this agitation which goes under the name of the "Ten Years Conflict." Of 1,200 ministers, 652 remained in the church and 451 seceded. Unfortunately the ministers in Pictou were drawn away to supply Scottish parish-

churches and when I came to that county there would be about twelve large vacant congregations and two settled ministers. One of these, Dr. A. Macgillivray, with the concurrence of his own people, circulated among those congregations, preaching in Gaelic and English. Every summer, communions which were attended by thousands of people kept alive a kind of union among the different congregations. The whole depended upon the life and labor of one man who had remained when the other ministers left. His name must ever be mentioned with affection and reverence in the County of Pictou. I was settled in New Glasgow where I remained for *twenty years*. My congregation covered a space of about twenty miles and involved much fatigue of all kinds. The external result was four more congregations. My great trouble was the constant home mission work extra required by vacant congregations. In four years with long rides on horseback in cold winter weather at all hours I was disabled by rheumatism, but a voyage to Scotland, which lasted for twenty-six days, drove it all out and I have had none since. Of the kindness of those dear old Highland people I could write volumes.

In Nova Scotia sixty years ago the population was small, and there were few industries. The greatest activity was in wooden ship-building, for which an amazing number of harbors offered peculiar facilities. New Glasgow was a centre of industry not surpassed in the province. The coal railway had been opened in 1839. It was engineered and constructed upon plans prepared by Peter Crosar, grandfather of Mrs. MacKeen, of Maplewood, Halifax, who had never seen a railroad. Before that time money had been very scarce. The building of that road and the working of the coal caused a larger circulation of money than in any other part of the Province. The coal brought a large number of ships to the harbor. There was an iron foundry at the mines. The shipbuilding was most extensively prosecuted in New Glasgow. I can recall the shipyard bell: which served the purpose of a town clock to rouse us in the morning and announce the close of the day. The sounds

of innumerable hammers tapping on the sides of vessels and the noise of coal trains were very familiar. The old locomotives, the "Samson" and "Hercules," were quaint and peculiar. The engineer stood upon a kind of shelf in front. Among the many notable men in New Glasgow, the figure and seaman-like characteristic of Capt. George MacKenzie can never be forgotten.

In these sketches I might have been tempted to contrast things sixty years ago with our present state. But I have left my hearers to indulge in such interesting reflections for themselves. To compare the present with the past is a pleasing recreation while mere reminiscence is not always so. Mark Twain called it humiliation, with an adjective prefixed which I shall not repeat. I don't suppose that I have told you anything new. I am not a novelist and I cannot make bricks without straw. When I have to rake amid the ashes of the dead past, I must bring up a good deal that is of small value, but what is of little interest to others is often of painful interest to myself, for the faces and forms of dear friends, whom I shall see no more here, pass across the stage; beautified and spiritualised by the witchery of thought and affection. One thing I desire, that the present, as compared with the past, may awake great hope for the future. May it deepen your love for your native land! May it cause you to feel that there is none better and that it is a beautiful country to live in and worth dying for if loyal affection should ever demand such a sacrifice!

I can scarcely close without some reference to the religious and moral condition of the people. The congregations had been vacant for ten years and it might be inferred that religious apathy would be the consequence, that the Sabbath would be profaned and that the religious life of the people would deteriorate. So it would be anywhere else. But the circumstances were peculiar. Scottish clanship kept them together. Even the language helped in preserving their integrity. The summer Communion, attended by many thousands, promoted a spirit of unity. There was a deep religious spirit among them

as the result of awakenings in the North Highlands from which they had come. Their teachers had been faithful in feeding them with the strong meat of Puritan theology as found in the Westminster Shorter Catechism; acquaintance with which was almost universal. So also was family-worship. In fact, religion was a predominant part of their daily life. Perhaps it was quickened by party spirit and polemic. The hardships of their early settlement and the solitude of the primeval forest solemnized their minds, and the thought of the homes which they would never see again lifted their minds to that home where for good men human misery comes to an end.

HISTORY OF BRIDGETOWN.

A Brief Historical Sketch of the Town of Bridgetown, Nova Scotia, Illustrating the Changes which have taken place in the Manners, Customs and Habits of the Rural Population of Nova Scotia During the Last Century; with a Sketch of Lieut. Colonel James Poyntz, a Peninsular War Veteran.

By JOHN IRVIN, K. C., Bridgetown, N. S.

(Read 2nd January, 1914).

The genesis of the Town of Bridgetown, in Annapolis County, must be placed somewhere between the years 1800 and 1816. At the first date there were just seven houses within the area embraced by the site of the present town, now containing over 150 substantial dwellings, public buildings, and stores, and a population of one thousand souls.

Of these seven houses one deserves more than a passing notice. It stood at the end of the road now known as Queen Street near the Ferry as there being then no bridge crossing the Annapolis River. It was a large one-story building and familiarly known as the "Mud House," having been built of dried clay and rubble-stones. The walls were four feet thick and evidently intended to stand a siege. It was supposed to have been built during the troublesome times of the American Revolution. Its purpose being a place of safety to which the scattered population of that early period, might retire in case of an attack from an enemy. At any rate it must have been a large and roomy house: as for many years before and after 1816 it was used as an inn and was known by the name of the "Tavern House." It was set back from the road a considerable distance, and in front was a large green, which at times presented an animated appearance.

Here would meet the forefathers of the present generation, to discuss the politics of the day, the latest news from the seat of war. (such news being several months old.) Saturday was

a red-letter day at the old Mud House or Tavern. On Saturday afternoons the farmers of the surrounding district would gather on the green in fine weather, or on inclement days in the large tap-room, and spend a holiday time after the strenuous labor of the week on the farm. Many came from long distance, even as far as twenty miles and over, to do business or meet relatives. Each would bring his quota of interesting news of the happenings: deaths, marriages, or the arrival of the last baby in his neighbourhood. It was in this way that news was then circulated. In the very early years of the century most of them would come on horseback with saddlebags. Those who drove, came in two-wheeled chaises or gigs of all sorts and conditions. They were very strangely built, being intended to last for generations. Some of them had evidently served the fathers and grandfathers of the then owners. Four-wheeled waggons were unknown. I have been told that at this early period there was only one four-wheeled waggon in the county, and that had been brought by a family from New York.

Here at the old "Mud House Tavern" would bivouac the troops on their way to and from Halifax, when relieving the detachments at that time stationed at the town of Annapolis Royal. This was of annual occurrence, and the arrival of the soldiers at Bridgetown was eagerly looked for and considered as a holiday. Leaving Halifax several days previously, the troops would march through the country, stopping at certain towns for rest and refreshment, and would arrive at the old Tavern House about the middle of the afternoon. Their arrival would be heralded by an advance guard, and for days previously great preparations would be made to entertain them. Bright English shillings, half-crowns and crowns would be exchanged for fresh butter, cheese, poultry and other farm products. It was a great day when the troops arrived. The country people for miles would ride or drive into the town, with their families, to see the soldiers. Many of them had been members, or their descendants, of a regiment of Scotch who

had been disbanded at the close of the last American war; others again had belonged to those stout German troops which had fought under England's banner in her long struggle with France, and later during the American War. They too had been disbanded when the peace came, and some of them had accepted grants in the lower part of the county; their place of settlement to be ever afterwards known as the Hessian and Waldeck Lines. All of these people dearly loved the sight of a red coat: many of them had worn it, and loved to hear again the martial strains of Britain.

One summer afternoon a large detachment of troops en route for the fort at Annapolis, headed by a military band, marched through the town, and took up a position on the green in front of the old tavern. Here, arms were piled and preparations made for the usual halt until the next morning. In the evening, after tea, the people having flocked to the town in great numbers, the officers ordered the band to play for the amusement of those present. Among the sight seers was a farmer named Rice, who had ridden into town on an old horse which had formerly been a military charger. Hitching him slightly to a fence, half way between the Tavern House and the corner of Queen and Granville Street, Mr. Rice strolled leisurely towards the troops. Directly the band struck up the old charger was seen to tug at his fastenings, and making his escape, trotted down the street with head and tail erect, and wheeling into the green took up a position beside the band in review order, the strains of martial music recalling to his sub-conscious memory the manoeuvres of his military days.

In 1805 the first bridge was built, prior to which a ferry had been kept by a man named Hicks, who owned a tract of land fronting on the south bank of the river opposite the town, and which connected the main road, leading from Halifax to Annapolis, with both sides of the river. The building of the bridge gave a great impetus to the town, so that by 1825 it was fast becoming a place of note in the county. Judge Savary, the

editor of Calneck's History of Annapolis County, tells us that "a village sprang up like magic." Business was centering at the place, and as it was the head of navigation of the Annapolis River, the farmers brought here the produce of their farms to be shipped by small schooners to Saint John, Halifax and Boston. Immense quantities of cordwood were shipped to the latter place.

The year 1825 is notable for the fact that the first vessel ever built in the town was launched that year. It was the first of a great and long flourishing industry, bringing wealth and importance to the place.

A little later the first hotel was opened. It was named "Quirk's Hotel" after the proprietor. It was there that the coaches stopped at the last stage between Halifax and Annapolis.

Prior to the early period first referred to there resided in the vicinity of the town a number of families belonging to the Society of Friends or Quakers. They were the ancestors of the Hickses the FitzRandolphs, the Greens and others. Some of them were very wealthy, but all were thrifty and well-to-do. They preserved for a long period the traditions of their peculiar sect, its manners and customs, and adhered in all its simplicity to the peculiar garb of the Quakers. The men wore broad-brimmed hats and snuff-brown suits, with coats of ample skirts, and knee-breeches; while the women on ordinary occasions arrayed themselves in unassuming grey. But the quality of the cloth of their holiday attire made up for its sombreness in color; for on Sunday, and when in town on business, the texture of the clothing worn by the men was of the finest quality; while the grey silks and satins of the women rustled against the counters of the country stores. Though grave in deportment and decorous in speech, they were withal a gentle and courtly mannered people. Their "thee" and "thou" and "friend" were kindly spoken, and evinced the spirit of goodwill in which they daily sought to live. Occasion-

ally they were visited by leading friends from the state of New York, who would hold forth in preaching among them; but no great accession to their number ever taking place, they gradually disappeared as a sect. Their names and families still remain, but their manners and customs have departed. The tide of population that during the last ninety odd years has ebbed and flowed through the valley, has entirely effaced the tenets of their faith, so that they remain no longer as a factor in the religious life of the people.

If a denizen of the valley, of one hundred years ago, were to visit it now, how astonished he would be at the physical changes which have taken place since he left. He would miss the vast forest of timber and hardwood which covered the slopes of the North and South Mountain ranges, and he would observe the shrinkage in the size of the brooks and rivulets, tributaries of the river, caused by the clearing away of the forest, the draining of the swamps and the cultivation of the soil.

Especially would he wonder if he were in Eden, because of the difference in the climate as he remembered it one hundred years ago. Agricola in his Letters, tells us that at the period in which he writes "the snow seldom dissolves till April, and that for several months before it covered the ground to a great depth, while, too, the vernal blush of spring is of short duration, and almost instantaneously lost in the ruddy and full blaze of summer." In old books of French geography published many years previously, Acadia is described as "sterile and joyless in the utmost degree, and as region of perpetual fogs and frost." When this province was granted in the time of James the First, its winters were remarkable for their length and the intensity of the cold.

In the year 1794, just one hundred and twenty years ago, when Halifax was divided and apportioned, the features of the climate were harsh and rugged and the oldest inhabitants of Agricola's time who recalled the severity of the winters fifty years previously, narrated with a kind of touching pathos,

their sufferings from the rigour of the weather. The snow generally set in about November and continued often until May; the harbour was frozen over every winter at Halifax, and waggons and loads of hay, oxen and horse teams and the stage-coach, crossed it without the least danger. The peninsula of Halifax was so deeply buried in snow that fences were overtopped and no trace left of the inequality of the ground, the whole being one even glassy surface without break or impediment. The winter was steady and invariable, without any of the alternations of frost and thaws as observed at the period when he wrote, and he claimed that during the previous fifty years the climate had greatly meliorated, from various causes, chiefly because of the clearing of the land and the access of population, and yet at that time the population scarcely numbered 80,000.

From information gleaned from very old people some twenty-odd years ago, the winters in the early years of the century were very severe. The snow came in November and continued till the last of March, so that our dweller in the valley, who went to sleep a century ago, would experience a different climate on waking up at the present time, when we hardly have any snow till after Christmas, and your noble Harbour has long been freed from its icy fetters.

Some few remaining houses built in the early days of the century, tell us the sort of shelter which our forefathers had. Most of the houses were of one story, and low ceiled, with very small windows. They had mostly high, pitched roofs giving an attic room, in which were stored the large spinning wheel and weaving loom. Some were long rambling structures, and appeared to have been added to from time to time, as the family increased in size.

But whatever the size of the dwellings, there was one feature which characterized them all. The kitchen was generally the largest and most important room in the house. Its floor was kept as white as sand and soap, with constant scrub-

bing, could make it. It was a matter of pride to keep it so, and on the floor would be laid platted mats, not hooked as now. They were circular in shape and displayed the good housewife's skill as one of the articles of domestic manufacture. In one corner stood the small spinning wheel for winter spinning. Among the few articles of tin-ware, then in general use, was the candle-mould, for making tallow candles, the only light then known, in the country districts, except a lamp made of brass or other metal, containing seal oil, which was used only on rare occasions. Near the fireplace was a small closet, high up out of the smaller children's reach, in which was kept a miscellaneous collection of dried herbs and other simples, in case of sickness, a bottle of opodeldo for aches and pains, some senna leaves and epsom salts, with perhaps a package of sulphur, to be used in the spring, with molasses, for cleansing the blood. On a shelf over the huge fireplace would be a pair or two of metal candle-sticks, with a tray and snuffers to match. The very well to do people had brass candlesticks of various patterns, which were kept brightly burnished by constant polishing.

A clock was rarely to be seen; a few families had eight-day ones, which were heir-looms in the family and stood as an ornament in the hall or otherwise in the best room. Sun-dials were used by some, and there are a few yet preserved as relics by descendants of some of the old families. Watches were not so common as now, few except the head of the family possessed one, and it was probably handed down from father to son, usually where there was no clock in the house, the watch hung on a nail over the kitchen fireplace. From thence on Sunday, it would be transferred to the pocket of the satin vest of the owner and piously carried to church.

The kitchen fire place remains to be described. Modern people can have no idea of this huge cavern for the consumption of wood. Three or four ordinary persons might comfortably seat themselves in some of them and yet not be crowded. In some of the very old houses scattered here and there through

the country they have been bricked up or removed to make way for modern requirements. At one side of the fireplace was attached an iron bar called a "crane," which swung in and out of the fireplace. It had iron hooks attached to it upon which were suspended iron pots for cooking purposes. Meats, game and poultry were not baked as at present, but roasted before the fire. The piece or round of beef, goose or turkey would be suspended on an iron spit made to revolve slowly before the fire. Back of the roast was placed a large tin shield, concaved to the fire, its polished surface reflecting the heat; while underneath was placed a large pan to catch the fast-dripping gravy, from which the cook from time to time, would baste the roast.

In winter, just before dark, the kitchen fire would be made up to last the next twenty-four hours. First a large hardwood log from three to four feet in length and about two feet thick would be rolled in, and placed comfortably at the back of the fireplace. This was called the back-log. On top of this, and resting against the back of the fireplace, was laid an ordinary-sized cordwood stick. In front and at some little distance from the back-log, supported on andirons, was placed another ordinary-sized cordwood stick. Under this would be raked the hot embers; a few dry chips thrown on them, and soon it would burn briskly, and the immense back-log, catching fire, would blaze away merrily, sending forth both light and heat through out the apartment, and from thence through the house.

In winter the evening meal was partaken of quite early, usually at about five o'clock, a long evening being desired. A favorite dish at this meal was composed of Indian cornmeal boiled with milk, which was called "saupon." Its excellence consisted not so much in its ingredients as in the manner of its preparation, which began immediately after the dinner. A goodly sized pot was nearly filled with sweet milk, into this was stirred meal made from home-grown corn sufficient to make a stiff batter, seasoned with salt. The pot was then hung on the crane over the fire, and allowed slowly to boil and

bubble all the afternoon till tea-time. It was then served with sugar and cream or milk. This with bread, made from wheat grown on the farm, carriway-seed biscuit, freshly baked, and home-made cheese, with milk as a drink for the younger members of the family, and a great dish of tea for the seniors, comprized the evening meal.

After tea on very cold or stormy nights all the family gathered in the kitchen, the cheerful glow from the fireplace furnishing light enough for the different occupations to which the evening hours were devoted. The boys did little or nothing except to dry and grease their coarse heavy boots in preparation for the next day's work in the woods, getting out timber and firewood. It was at this period that the districts of Granville and Clarence began to be cleared of the mighty trees, the beeches, the birches and the rock-maples, giving place later on to cultivated fields and miles and miles of orchard which now cover the slopes of the North Mountain range. But the boys were full of the lure of the wild and the incidents of the day in the snow-laden forests, and upon these their converse would run. One had discovered the lair of a fox and was going to set a trap the next day: another had seen the track of a racoon, or he had observed a wild-cat spring upon a luckless rabbit, he had not his gun with him or he would have had such a fine skin. Another with a sly look at Sister Susan busy at her spinning-wheel, would tell how Jim Bolzer, a neighbor's son, had met him on the way home with the last load of wood, and had said he intended being at the singing class next night, while Susan pretended not to hear the mention of her sweetheart's name as the blush on neck and cheek rivalled the red gold of her locks. Ah, happy Susan, pleasant be your dreams when you fall asleep thinking of the next singing class.

But knitting was the chief occupation of the female portion of the family. They knit the most beautiful socks and stockings, mits and gloves and underwear, of the softest yarn, spun from the wool of the flock on the farm. All the girls were taught

to knit and took pride in it, an accomplishment which today has almost ceased to exist.

There was very little reading matter in the majority of the houses, and but few books beyond the family Bible, the Book of Common Prayer in some instances, or Wesley's hymns and sermons, and mayhap a copy of the Pilgrim's Progress. In later years came Belcher's Farmer's Almanac, and in many houses some carefully preserve copies of Agricola's Letters. Among the generality of the people very little was known of the outside world, or even of our own province for that matter. Letter writing was very little practiced,—postage was very expensive and was regulated by the distance. The postage on a letter from Annapolis to Halifax cost sixpence, from Halifax to Quebec, 1 s. 8 d., to Montreal 2 s. 1 d., and to Toronto 2 s. 9 d.

Singing classes, as they were called, were a great source of amusement and recreation for the young people. Hence nearly all could read music, and there was no difficulty in congregational singing. The class would meet weekly at the different houses in the settlement and practice singing by notation. Generally in each settlement there would be some one advanced enough in music to be able to teach singing, and classes would be formed every winter for practice, sacred music being principally used. There were no organs, so the tuning-fork set the pitch of the tunes.

Besides the singing classes there were other gatherings of the people for the amusement and pleasure of both youth and age, but their character differed according as the company viewed the question of dancing. Among the staid and sober-minded friends the strict Baptists and Methodists, the afternoon tea was the fashion for the middle-aged and elderly people. The function was very unlike the afternoon teas of modern society. Very early in the afternoon, near three o'clock, the matrons would meet at the house to which they were invited, knitting or other light work in hand, bedecked in white lace caps and best gowns, the gown being made of silk, coboury

cloth or alpaca, according to the opulence of the wearer. The afternoon would be spent in pleasant gossip until tea was served at the usual family tea hours, at which time the matrons would be joined by their husbands and all would partake of the repast. After tea the men would quietly withdraw to the kitchen, when pipes and tobacco would be produced, and amid a halo of tobacco-smoke conversation became general. It would simply be local affairs and agricultural matters that would be discussed. Of the great world outside, little would be heard. There were then no daily morning newspapers of the city delivered at noon in the country post-office as we have them today. The Halifax "Herald" had not been born and its older rival, the "Morning Chronicle," was still in the womb of time. Nor can I learn of any newspaper circulating in the province, except it might be a stray copy of the "Acadian Recorder."

Evening parties for the young were held after tea, at which games and forfeits were the dissipation indulged in. But among that class of people who did not regard dancing as wicked, "frolics" as they were called were frequently held, at which dancing was the chief, if not the only pastime. Round dances were unknown, but "eights" and "reels" and "fours" were indulged in with a zest that nothing seemed to tire. The "frolic" began early and was kept up till a late hour. There was generally in the neighborhood some one who could play the violin, and whose stock of tunes consisted of "The Flowers of Edinboro," the "Soldier's Joy," "Old Dan Tucker," and "Catch the Squirrel." At midnight there would be a halt in the dancing and supper would be partaken of, and oh, such a supper,—the biggest turkey, the fattest goose, with roast chickens and a round of beef, flanked on each side by huge piles of mashed potatoes and gravy, followed by delicious mince and apple-pies, displaying the culinary perfection of the rural hostess. And such appetites, such fun and jollity, such joking and rare country wit, followed by explosions of hearty laughter as would make the rafters in the old kitchen ring again! Such

ogling on the part of the country swains, such flirting on the part of the rural belles! Oh dear, I wonder if our modern balls and dances can shew the like as compared with the old-time frolic?

After supper for a half hour or so, would come the opportunity of the old folk to shew their accomplishment in dancing, while the younger people looked on. The oldest of the guests would take their place on the floor in eights and fours. Matrons of three-score-and-ten would vis-a-viz with octogenarian patriarchs, and to them for a short while the days of youth would seem to come back as three-score-and-ten curtesied with old-time grace to octogenarian bows. And how the youths and maidens would laugh and clap their hands as the old folk, galvanized by the excitement and pleasure of the moment, would show the young folk how much better and prettier the dances were stepped in their day than in that modern time!

But there were other gatherings of a different character. Death would visit the neighborhood, and again the old farmhouse would be filled with self-invited guests. It was then considered a sacred duty to attend the funeral of a neighbor. There were no flowers used to relieve the gloom of the occasion, but no deeper sympathy could be shown. Nor was there any regular undertaker in those early days. The local carpenter would make the coffin generally of pine-wood stained with black. Nor were there stately hearses with sable plumes such as you find in the country today; but kind neighbors bore the remains on a simple hand-bier to the newly-made grave close by in the little graveyard on the farm. On many old farms in the country, can yet be seen those little cemeteries where sleep the dust of generations of owners. This old custom of burial on the farm has been given up and public cemeteries are now used.

The limit of this paper will not permit me to give at any length many more of the customs of the olden time. A respectable volume could be written from material gathered

many years ago from old people who have since passed away. Otherwise I might tell you of the weddings in the rural district a century ago; of the material of the bride's dress and its cost; of the wreath of artificial flowers, prepared by the hands of her maiden friends, which crowned the bride in lieu of a bridal veil. How the bride was taken home the morning after the evening wedding, with a great procession of relatives, friends and neighbors, mounted on horseback or riding in the vehicles of the time. How on the day following, would be sent from the old homestead to the bride's new home, the bride's dot or portion as it was named, being so many milch cows, sheep, pigs and poultry, half a dozen chairs, and a miscellaneous collection of articles to set up housekeeping, according to the wealth of her family and relatives; also the boxes of linen sheets, pillow-cases and table linen, all homemade from flax grown on the farm, by frequent bleaching made as white as the driven snow, and redolent with the perfume of the dried sweet-grass plucked during the last autumn from the neighboring woods; of the feather beds and pillows; of the counterpane and quilts, the latter made by the bride's own hand many years previously in anticipation of the event.

Then I should like to tell you of the pedlar period, especially of the one on foot with a pack on his back, travelling from house to house with his wares of ribbons, laces, pins, needles, spools of thread, and cheap jewelry. He was always a welcome guest, not alone for the useful articles he supplied, but for the news of the countryside which he brought with him. Of the clock mender, the original of "Sam Slick" of the wool buyer with his great caravan of tin-ware, giving it in exchange with cash for the wool of the farmer which was exported from the country to supply foreign lands, of the cattle buyer or driver for the city.

Then I would like to describe the manner of conducting political elections in the old time; of the open houses where meat and drink was supplied at the cost of the unfortunate candidate for parliamentary honors; of voters stolen from the

other side of hiding them in attics and barns, getting them drunk and keeping them so until the day of the election, when they would be produced and made to vote against their own party; of the bloody fights in the vicinity of the poll while the election was proceeding, produced by the distribution of free rum which was then permitted; of the flags, the ribbons and the mottoes; of the cheering of the crowd as the state of the poll was announced from time to time, because it was open voting then.

Also reference should be made to trips at intervals during the year; to the market in Halifax to sell the produce of the farm, especially in the winter time. Of the preparations made the day before, for the start in the early morning hours, long before daylight, with the stars gleaming in the clear cold atmosphere and the frosty snow crunching under the iron-shod runners of the sleds, loaded to their utmost capacity. Of the two or three days journey going and coming from the city. Of the wayside Inns along the country roads and their comfort and convenience for the traveller. Then the week or so spent by the farmer at the country market in the role of his own salesman, his own commission merchant. How in the latter years of the century about the seventies, there arose a class of people called "middlemen," speculators who bought out the farmers' products wholesale and retailed them at a profit, whereat great complaints were heard on the part of the citizens of Halifax at the practice. Articles appeared in the press condemning this practice, and it was seriously thought of passing a law to prevent it. Vain idea, it could no more be stopped than the resistless tide. It was the march of progress; it was the inevitable change in the mode of commerce between the town and country, consequent upon the introduction of railways with increased transportation facilities and the extension of branch banks to every town in the province. To the middleman, succeeded the produce-buyer and commission agent of the present day, with greater facilities for insuring a constant supply of the country produce and food for the consumption

of the city and relieving the public from the fear of a shortness of country produce which often occurred when depending upon the haphazard journeys of farmers in taking his own produce to market. Today the farmer never carries his products to the market; he sells it right at the farm, and ships it at the nearest railway station to his agent in Halifax, then goes to one of the Branch banks, makes a draft on his consignee and in a day or two draws his money, so that the modern way of doing business between town and country is alike preferable to the agricultural classes in the country, as well as of advantage to the consumer in the city.

But to return to Bridgetown. The town had advanced with the growth of the country, and the period of the forties had arrived. At this period there was in the town a refined and cultivated society whose leaders set an example and exercised an influence for good which more or less affected all classes. Among the acknowledged leaders were three ladies preeminent for their good works. First there was a Mrs. Haszard, a Scotch lady of large means; second her daughter, Mrs. Robertson, wife of the Revd. Dr. Robertson, at that time acting episcopal minister in the town; and third Mrs. Poyntz, wife of Lieutenant Colonel James Poyntz, a retired army officer. To these ladies was mainly due the pleasant condition of affairs which happily existed. The cultivation of literature and music among the younger portion of society was encouraged and stimulated by the musical and literary parties held at the houses of these and other residents.

In winter these weekly entertainments were varied by parties at which, after supper, dancing was moderately indulged in by the youthful members, while the elders lingered at the table and related stories and witty anecdotes or sang some of the long old-fashioned ballads which existed in that day. Each guest was expected to contribute something to the evening's amusement, Colonel Poyntz being an excellent performer on the flute, frequently delighted the guests with his skill on this instrument.

Biographical Sketch of Lieut.-Colonel James Poyntz, 1799-1889.

It is fitting that I should close this paper with a sketch of this familiar figure in the social life of the town some sixty odd years ago. On all sides I have heard the highest encomiums of this gentleman, his kindly manner, his friendly greeting to all and hearty handgrasp on meeting even casual acquaintances, have been spoken of by those who remembered him. Of a ripe experience, gained through travel in many lands and long acquaintance with men of all ranks, Colonel Poyntz's advice was sought by his friends on occasions of difficulty and his readiness to help and assist those in trouble endeared him to all. Of a robust constitution, he was abroad in all weathers and was frequently met taking his constitutional up the mountain side or along the dykes of the river, the latter being his favorite walk. All the country side knew the tall military gentleman who walked the country roads as though on the line of march. Then a certain romantic interest attended him. The Peninsula War was not so far off as now—he had fought in the wars, had served under the great Wellington, and had helped to defeat Bonaparte. Besides he had memories to relate of Albuera, of Busaco, and the deadly breach at Badajoz, names glorious on Britian's roll of honor. This gave him an interest which otherwise would have been wanting.

Colonel Poyntz had been a soldier from early youth. His family had long been connected with the army. His birth took place in the English Channel, on board a troopship, in the year 1799, while his father and mother were on their way to a government appointment, and at the time when Europe was the theatre of the French Revolutionary wars, and England was contending with a world in arms.

In 1811 he had grown to be a youth of twelve; strong, hearty, and giving promise of a vigorous manhood. His predilections were all for the army. His first breath had been drawn amid preparations for war and his early childhood was associated with the profession of arms. England was still



**COLONEL JAMES POYNTZ, Late H. M. 39th Regt.
Born 1799, Died 1889.**

[From photograph taken about 1879].

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contending with France, and the martial zeal of the youth of Britain was fired by the feats of arms displayed by the army in Spain. The disasters of Corunna had been effaced by the splendid victories of Talavera and Salamanca. Young Poyntz volunteered for active service, and was attached to the 30th Regiment of Foot, then at Torres Vedras, forming part of the fifth division of the army under Wellington. With the Fighting Fifth, as they were called, he saw much service in outpost duty and frequent sorties, and thus early studied the art of war in that best of all schools, active warfare. Shortly after he joined, the British, bursting from the lines of Torres Vedras, pursued the retreating French under Marshal Massena, during which were fought the hotly contested battles of Subjugal, Almcida, and Fuentes d'Onor, ending with the investment of Badajoz. Here for a time was stayed the onward course of the British. At length, the breaches being reported practicable, Wellington determined to take it by storm in April, 1812. Young Poyntz was present when the orders of the day, containing the dispositions for the assault were read to the troops assigned to the desperate service. Who, that has read Napier's description of that terrible storm, can surmise what must have been the thoughts of the young lad of twelve, as he stood in the ranks of the British host and heard the memorable words, "Badajoz must be taken by storm to-night," with which the orders of the day began. Badajoz was taken by storm that night, and among the five thousand who there died, were many young lads on whose cheek mantled the flush of military glory, only to fade in the paleness of death ere the morning. Preserved from the deadly mine which blew up the leading files of the fourth division, the muddy waters of the moat in which miserably perished hundreds of the survivors of Albuera, and many other dangers, young Poyntz came through the assault unscathed.

For his services he was sent by the Government to the Royal Military College at Sandhurst, where he qualified for a commission, and on 14th April, 1814, was appointed to an

ensigncy in the same regiment in which he had served as a volunteer. In 1814 he applied to join his regiment, then in France with the army of occupation. His application was in some way delayed and therefore, as he writes in one of his private memos, "I was not at Waterloo." Fortunate, perhaps, for him that it was so, as the young officer who took his place and bore the colors of the regiment was shot dead in the first charge which the regiment made that day.

At the conclusion of the war Poyntz served with his regiment in England until 1818 when he was ordered to India, where he remained eleven years. While in India he gained promotion, at that time necessarily slow in the army, being on 28th Dec., 1828, commissioned Captain. Here, also, he met with the lady who became his life companion and faithful, loving wife. She was the daughter of an officer, high in command in India. Returning to England in 1829, he remained there until 1834 when he embarked with his regiment for Bermuda, where, remaining seven years he filled important staff appointments. On 23rd November, 1841, he was commissioned major.

On 29th November, 1841, he arrived at Halifax, Nova Scotia, with the 30th Regiment. On 2nd June, 1842, he proceeded with the regiment to New Brunswick, where the corps was stationed till December, 1843.

It was while in New Brunswick that, hearing much of the beauty of the Annapolis Valley, he determined to have a look at it. With Poyntz to resolve anything, was to carry it out, so taking passage on a small coasting schooner, after a quick trip across the Bay of Fundy, he landed at Hampton on the Bay Shore. There was no conveyance handy to drive him to the valley, but walking to him was only a pastime. So enquiring the way, he proceeded on foot over the mountain to Bridgetown, a distance of seven miles from Hampton. On reaching that part of the road which overlooks the valley, he was entranced with the beauty of the scene which lay almost

at the feet of the spectator. It was a lovely morn in June and the air was redolent with the perfume of the apple blossom. About fifteen miles to the right could be seen the Annapolis Basin with the old historic town on one side and Digby on the other. From thence up the valley and away to the left was a succession of farms in smiling plenty, dotted with quaint farm houses and orchards in bloom, between fields of growing grain. The mountain ranges, north and south, were covered with the fresh verdure of early summer, while dividing the fruitful land in sinuous winding was the river, which has given to the valley its fertility; its tidal waters at the flood lapping the dykes which the industry of man had reared to form the marshes, then, as now a great source of rural wealth. As our traveler stood and gazed on the scene before him there came to him the longing desire to carry out what he had for some time contemplated, retirement from long active service and the enjoyment of a well-earned repose, to which a long and honorable record in the service of his country justly entitled him. To him, accustomed to the changes of a soldier's life, the idea of a settled home, with opportunities of personal attentions to the education of his children, were advantages of such tempting nature as to be irresistible. Hence the resolve, shortly afterwards carried out, to abandon forever the excitement and work of military service and spend the remainder of his days in ease and retirement.

An hour's brisk walk down the mountain road, brought him to Bridgetown, and he found himself in the quiet enjoyment of a dinner at Quirk's Hotel, the chief hostelry of the town. The afternoon and several days following were spent in exploring the vicinity and noting its points of beauty. The long lines of elms and other trees, recently set out, adorning the principal streets, the garden plots in front of the houses, with the well-trimmed hedges and neat fences of the suburban residences, and the busy aspect of the town struck his fancy. The appearance of a distinguished stranger, such as Major Poyntz, in the town, naturally caused more attention sixty

years ago than at present when summer tourists are more numerous. With a friendly and frank personality like his, it was not long for him to make the acquaintance and be invited to partake of the hospitality of the principal families. Here then he determined to make his future home. As he said to one of my informants, "I found in Bridgetown an excellent school, a church and a cultivated minister of the Gospel, one earnest in purpose and work, and a thorough scholar and gentleman; all the comforts of town life with none of the expences attendant upon a city residence. These were the considerations which induced me to reside here."

His application to be allowed to retire met with success on the 6th September, 1844, and his long service gained him a retiring allowance on full pay. Some years afterwards he received the Peninsular War medal which was issued in 1848, with an autograph letter from his old commander, the Duke of Wellington, on 28th November, 1854, he received the honorary rank of lieutenant-colonel.

Colonel Poyntz resided at Bridgetown for many years, and closely identified himself with the interest of the place. Here some of his family grew up to manhood and womanhood. Here some of his boys died and are buried in the quiet country churchyard, and here befell him the great sorrow of his life in the loss of his estimable wife, who died in 1859. Here he laid her to rest, and when a few years afterwards he removed to Windsor he never failed once a year to visit her grave, and to spend a week in the town renewing old friendships.

One pleasant afternoon in October, 1889, a large concourse of people gathered at the Dominion Atlantic Railway Station across the river. Among them were the members of the Rothsay Lodge of Free Masons. Their crape-draped regalia indicated that the funeral of a member of their Lodge would take place on the arrival of the train from Windsor. A casket was removed from the car, containing all that was mortal of James Poyntz. An aged clergyman, Rev. H. Stamer, son-in-

law of the deceased, accompanied the remains. Very reverently the casket was borne to the hearse, and the long cortege passed to the quiet cemetery beyond. In a few moments the closing hymns of the Church service for the dead, mournfully, but thrilling with hope, sounded in the stillness of the October afternoon. Soon the ancient craft completed its ceremony, and thus peacefully the aged soldier was laid to rest beside the wife he had loved so well. A marble slab, perfect in its simplicity, marks his grave. It contains this inscription; "Sacred to the memory of Colonel James Poyntz, late of H. M. 30th Regiment, who died at Windsor, N. S., Oct. 5, 1889, beloved and respected by all who knew him."

THE EARLY POST OFFICE IN NOVA SCOTIA, 1755-1867.

By WILLIAM SMITH, I. S. O.

Archivist Post Office of Canada (1902), now of the Public Archives of Canada.

(Read 3rd November, 1916).

It was with much pleasure that I accepted the invitation with which your president honoured me, to read a paper before your society on the early Post Office in Nova Scotia. There are two reasons for my pleasure. During my connection with the Post Office Department it was my good fortune to visit Halifax rather frequently. These visits were always looked forward to as enjoyable little breaks in the monotony of my life at the desk. The *esprit du corps* which happily reigns throughout the whole postal service, nowhere exercises a stronger influence than in Halifax, and the visitor from Ottawa could depend on a greeting marked by the utmost good will. I would be chargeable with disloyalty to old friendships, if (to mention only those officers who have passed into history), I neglected the opportunity of speaking of the many pleasant and profitable hours I have spent in rambling about the Province in the company of the Inspector Colonel Macdonald, or in chatting with Mr. Blackadar, the Postmaster, in the contracted quarters in which for so many years he was obliged to cabin his ample spirit.

My second reason for pleasure is that in Halifax I am at the beginning of things. It was in this city that *the first office was established in the present Dominion of Canada*. Since, so far as I am aware, there exists no official record of the opening of this office, I will perhaps be pardoned if I relate the circumstance connected with my obtaining this information. While in Boston some years ago, collecting material for the history of the post office, I was invited to call upon a gentleman, who

had written a good deal on the subject, and with whom I had had some correspondence. He was a German—his name told me that much—but on presenting myself at his house on a Sunday morning, I was rather surprised to find myself before a gentleman, who without any change of appearance, might have taken the part of the earlier Faust. He was tall, thin and very grey, and bore himself with a stoop entirely in keeping with the vellum-covered Latin volume in his hand. The volume was one of the twelve, which contained the philosophy of Duns Scotus; and I understood him to say that he was reading the book to improve his English, which, I should add, was remarkably good. He began the conversation with the abrupt question, "which was the oldest post office in Canada?" Promptly I replied "Quebec." He shook his head. "But" I argued "Quebec post office was established in 1763, the very year in which the Treaty of Paris was concluded. "True" he admitted "but Halifax post office was opened eight years earlier (1755)." He knew nothing of the circumstances, but he had seen the fact noted in the Boston Evening Post of that year, which settled the matter. I obtained no further light on this point, until a year later when I was in the Record Office in London, still in pursuit of Post Office material. There I came upon the complete story. You will remember that in 1755, affairs between the French and the English on this continent were approaching a crisis. Expedition and counter-expedition carried out on both sides with ruthless severity kept the Colonies in a state of alarm, and appeals were made to the Mother Country to establish a regular packet service, in order to maintain a closer connection than at that time existed between the two sides of the Atlantic. The British Government boggled at the expense, until Braddock's defeat and the annihilation of his army compelled them to attend to the wishes of the distressed colonists. The Governors of the Atlantic States, including Lawrence of Nova Scotia, addressed a joint appeal to the Home Government, who no longer hesitated. With the establishment of the packet service, a post office was opened in Halifax, and its correspondence with the Mother

Country was carried on by way of New York or Boston, with which ports Halifax had frequent communication by war or merchant vessel.

With this fact begins and ends the history of the Post Office in Nova Scotia for thirty-two years. It was not until the war of the Revolution was over, and the Loyalists had settled themselves dispersedly throughout the Province, that the next chapter opens. It must not be supposed, however, that the settlements which were formed at a distance from Halifax during the period preceding the incoming of the Loyalists were as isolated as the absence of regular postal communication would seem to indicate. In 1767, there were upwards of 13,000 people in the old province of Nova Scotia, and of these only 3,000 dwelt in or about Halifax. The remaining 10,000 were scattered in groups, mainly along the Atlantic coast, or on the shores of the Bay of Fundy. The settlements on the Atlantic were within easy reach of Halifax by means of the sailing vessels running in or out of that port, while those on the Bay of Fundy had equal facilities for going to Windsor, which was connected with the capital by a road made by the Acadians shortly after the city was founded.

Indeed, to the fishing and farming folk who made up these settlements, the Post Office at that time might have proved but a doubtful blessing. Wherever the Post Office chose to advance its lines, it carried with it its monopoly of letter carrying, and as its charges were excessively high, the people may well have preferred to its services the opportunities of receiving or posting their letters, which were afforded by the occasional visits they or their neighbors made to Halifax. There is no evidence that the people living in the outlying parts of the province sought the intervention of the Post Office in carrying on their affairs. When the postal service was first established in Nova Scotia, the aim of the Postmaster General was not primarily the accommodation of the people of the province. It was designed rather as part of a great intercolonial system, binding the settlers in Upper Canada with those of Lower

Canada, New Brunswick and Nova Scotia, and by means of sailing packets, bringing them all into communication with the Mother Country by what would today be described as an All Red Route.

Until the War of the Revolution broke out, the old province of Quebec carried on its correspondence with Great Britain by a mail courier who travelled between Montreal and New York, where connection was made with the sailing packets from Falmouth, in Cornwall. That communication ceased on the opening of the War, and during the eight years which ensued, the exchange of correspondence between Montreal and Quebec, and Great Britain was limited to such war vessels as happened to come to Quebec, and to occasional trips by military expresses over the land route between Quebec and Halifax. In 1778, trips were made with more or less regularity by a vessel, "The Mercury," plying between Quebec and Tatamagouche, from which point the mails were carried by messenger to Halifax. During the course of the War, the Governor of Nova Scotia recommended the opening of a regular packet service between England and Halifax, but the Home authorities believed this to be impracticable owing to the activities of the American privateers. No doubt, however, was entertained that with the return of peace this reasonable proposal would go into effect.

But this was not the case. Immediately after the Treaty of Paris was signed, which gave the Americans their independence, Lord North wrote to the Governor of Nova Scotia, expressing his belief that the separation of the older colonies would enhance the importance of Halifax, which would be the rendezvous of the fleet, and stating that application was about to be made to the Postmaster General for a regular line of mail packets between Halifax and England. To the general surprise, however, the Post Office, before the end of 1783, reopened the communication with New York, and Halifax remained a dependency, so far as the exchange of correspondence was concerned, on what had become a foreign port. In 1785, a

remonstrance was made by the merchants of Halifax, against this injurious state of things, but without immediate result.

What proved too difficult for Nova Scotia alone, however, yielded to the joint pressure of all the colonies. When the packet service between Halifax and Falmouth was resumed, the Canadians proposed to take advantage of it by reopening the route between Montreal and New York, but the Americans threw obstacles in the way. They did not absolutely forbid intercourse between England and Canada across American territory, but they hindered it to the point that the Canadians felt constrained to make a trial of the longer and more arduous route from Quebec to Halifax. First of all, however, it was necessary to Canada that Great Britain should concede what Nova Scotia had been striving for. Until there was a regular exchange of mails by sailing packets between Halifax and a port in England, it was of no use for Canada to send her English mails to Halifax. Lord Dorchester, the Governor-General, opened the correspondence on the subject by informing Lord Sydney, the Colonial Secretary, that by his direction Hugh Finlay, the Deputy Postmaster General of Canada, had travelled over the route from Quebec to Halifax, and had arranged with the Deputy Postmasters General of New Brunswick and Nova Scotia for the continuous conveyance of the mails between Quebec and Halifax, adding that all that remained to be done, was for the Postmaster General to direct that the packets should call at Halifax. Sydney expressed his approval of the steps taken by Dorchester to establish regular communication between the several ports of his government, and promised that packets should be despatched to Halifax as frequently as circumstances would permit, though he feared that the expense would preclude regular trips for the time. Lieutenant Governor Parr made a further appeal, which appeared to clench the matter, for on the 18th September, 1787, the Postmaster General advertised that, commencing the following March, monthly trips would be made between an English port and Halifax from March to October of each year. The Admiralty would

not agree to the packets going to Halifax during the winter, declaring that during that period the winds off the coast of Nova Scotia were so contrary that no regular service could be maintained. During the winter months, the mails from England for Nova Scotia were carried to New York and thence forwarded to Boston, where they were placed on board a schooner for Halifax.

The inland conveyance, from Quebec to Halifax followed the route along the St. Lawrence and the St. John rivers to the city of St. John; thence across the bay of Fundy and on to Halifax. Post Offices were opened along the route in Nova Scotia at Digby, Annapolis, Horton (later Wolfville) and Windsor. Finlay in his report stated that the road from Annapolis to Halifax was rough, but that the journey was made in one horse chais in three days and by horseback in two. The courier employed by Mr. Joseph Peters travelled on foot. On arriving at the Annapolis basin, the courier handed over his bag to the captain of the packet "Sally," who delivered it at St. John, whence the Postmaster sent it on its way north.

This route from Halifax to Annapolis remained for many years the only one over which mails were carried. It was not until the outbreak of the War of 1812 that the postal service was extended beyond this route.

Before describing the extensions and arrangements by which they were maintained, it may be well to state what I have been able to gather as to the postal administrators during this early period. The records for this time are defective, and I have had to depend upon almanacs and other casual sources of information for the names of the deputy postmasters-general before 1800. Joseph Peters, who died in 1800, stated not long before his death that he had taken the office of deputy postmaster-general about seventeen years before—that is in 1782 or 3—at the pressing instance of his predecessor, James Stevens. How long Stevens occupied the office, and whether he was the first incumbent, I have not so far ascertained. Joseph Peters,

who died on 13th February, 1800, aged 73 years, was succeeded by James Brittain who had been private secretary to the Duke of Kent. John Howe followed Brittain, his appointment dating from the 6th August, 1803.

In sketching the outlines of the postal service as it gradually spread itself over the province, we have the advantage of the elaborate reports made by Howe to the Postmaster General of England. When the War of 1812 opened, it became necessary for the courier, who carried the mails for Quebec, to abandon the route through the western counties, and the packet service between Annapolis and St. John. The route thereafter pursued was through the settlements of Truro and Cumberland (afterwards Amherst) and a bye-route was established between Truro and Pictou. At the close of the war, the courier reverted to the western route, but the superiority of the overland route was so manifest that it was resumed in January, 1817, and thereafter it continued to be the regular course so long as mails were conveyed by horse and vehicle between Halifax and Quebec. For a few years after the close of the war there was great activity in extending the postal service throughout the province. The impulse seems to have been imparted by the Governors Prevost and Sherbrooke. To them it was of great importance to be able to communicate easily with the Militia centres in the several parts of the province. They impressed their views upon Howe, who would willingly have met their wishes, but he laboured under serious restrictions. He was distinctly forbidden by the Postmaster General in London to enter upon any scheme, which would involve any considerable expense, and there were few, if any, routes, outside the great intercolonial route which would not cost much more for couriers and postmasters than the amount of revenue to be derived therefrom. The governors thereupon turned to the legislature for assistance. I should have mentioned before, what perhaps by this time will be inferred, that the Provincial Post Office was quite beyond the jurisdiction or control of either governor or legislature. The deputy postmaster general was responsible to the postmaster

general of England, and to him alone. The provincial system was neither more nor less than a branch of the General Post Office, whose headquarters were in London. In Upper and Lower Canada, this state of things led to much clashing of authority. On one occasion a deputy postmaster general of Canada was harried out of his office because he refused to accept the orders of the governor, though his master, the Postmaster General, maintained that his deputy had done no more than his duty. On another occasion, the deputy postmaster general came in for sharp censure, because he had opened a new, though not very expensive route; and it was not admitted as a palliation by the authorities at home, that his action was taken at the express and urgent request of the governor. Indeed, the management of the post office in Upper and Lower Canada, was not the least of the grievances that precipitated the rebellion of 1837.

That the Post Office in Nova Scotia managed to steer clear of these embroilments is to some extent a tribute to the tact of the two Howe's, father and son, who between them administered its affairs for 40 years. The Post Office in Nova Scotia never seemed, as it did in the Canadas, to be imposed on the province. From the beginning it was accepted for what it is: an agency indispensable to the varied activities of a civilized state. In Canada the Post Office was not merely an institution for the conveyance and delivery of correspondence. It was, also—and herein is where it differed from the Post Office in Nova Scotia—a considerable revenue getter. The long route between Wuebec and Amherstburg was a very profitable one, and some thousands of pounds were sent annually by the deputy postmaster general to the Treasury in England not to be appropriated to Canadian purposes, but to form part of the general revenue of the United Kingdom. The Assemblies in Upper and Lower Canada not unnaturally demanded that the surpluses should be devoted to extending and improving the postal service in other parts of the country, and prepared reports designed to show that the course of the British Post Office in

taking these sums annually from the country was violating the principles of the acts of 1778 and 1791, as regards taxation of the colonies by the Mother Country. The validity of the argument was disputed by the Postmaster General, but some years later, it was admitted to its full extent by the Law Officers of the Crown. The friction engendered developed into an attitude of active hostility on the part of the Legislature against the Post Office and made impossible the cooperation between the two which was so carefully nurtured in Nova Scotia.

In this Province, the Legislature appointed a standing committee to deal with postal matters, much resembling the Post Roads Committee of Congress. The functions of the Committee included the consideration of all applications for post offices, and post routes; and the settlement of the amounts of the subsidies by which the deficiencies in the revenues from the several routes were made up. All this work was done in close cooperation with the deputy postmaster general.

These arrangements, creditable alike to the Legislature and the deputy postmaster general, led to the expansion of the postal system to all the principal parts of the province. In 1817, the year before the elder Howe retired, there were regularly established services on routes, through the Western Counties to Digby, thence on to Yarmouth and Shelburne; from Halifax to the New Brunswick boundary at Westmorland; and from Truro to Pictou and on to Antigonish, which was the distributing point for all the eastern Harbours and settlements. So energetically and prudently had Howe managed the postal affairs of the Province, that on his retirement in 1818 in favour of his son John, he took with him the warm commendations of the Lieutenant Governors, Sir John Sherbrooke and the Earl of Dalhousie and the hearty good will of the Secretary of the General Post Office.

The postage rates within the system thus established was very high. It was fixed by an Imperial act of 1765. To mention only some of the principal charges, the sum necessary to

carry a single letter—that is a single sheet of paper weighing less than an ounce from Halifax to Windsor—was four pence; to Annapolis nine pence; to Yarmouth one shilling one penny half penny; to Truro five pence; to Antigonish eleven pence; and to Cumberland (or Amherst) nine pence. As stated, these were the charges for single letters. If within the folds of the single sheet of which a single letter consisted, another paper were enclosed—no matter how small—the letter became a double letter, and the charge was doubled. A second enclosure rendered the letter subject to a charge three times as great as for the single letter. If the letter contained three enclosures or weighed as much as an ounce, the charge was quadrupled. Thus an ounce letter on which the postage today would be four cents if sent from Halifax to Windsor in 1818 cost sixteen pence; to Yarmouth, four shillings and six pence; to Cumberland, three shillings; and to Antigonish, three shillings and eight pence. These rates remained unchanged in any way until the system of charging according to the number of enclosures gave way to the present system of charging by weight; and between that date and 1851, the rates themselves were unaltered, the only difference being that they were applied to letters weighing up to half an ounce, instead of to letters consisting of a single sheet.

The arrangements for the conveyance of newspapers were curious, and to understand them a glance back into the history of the British Post Office is necessary. The statute regulating the Post Office in Great Britain and its Colonies was 9 Anne, Chap. 10. When it was enacted, newspapers were few and their development unforeseen; consequently no special provision was made for their conveyance by the Post Office, and if sent in ordinary course they would be subject to the charges on letters. That was out of the question. Imagine sending the Acadian Recorder by post to Annapolis, at a cost of four shillings and six pence a copy! It would be supposed that the remedy for the difficulty would be simple. The act of Queen Anne could be amended by the addition of a clause, providing

for newspapers. But there was an invincible reluctance to bringing this act before Parliament. It might suffer mutilation at the hands of reforming members. If newspapers must be sent by post—and it was plain they must—ingenuity would have to be resorted to. A plan was devised, which must have amused a humourous public, but which was highly profitable to certain servants of the Post Office. A few of the officials, including the Secretary of the Post Office and others known as Clerks of the Road, had bestowed on them the right to frank newspapers, and armed with this right they made bargains with the printers for the transmission of newspapers to all parts of the country, at rates fixed by the officials possessing the franking privilege. The revenue from this business passed, not into the public treasury, but into the pockets of the officials concerned. About 1830, when this plan was brought to an end, and statutory arrangements made for the conveyance of newspapers, the Secretary of the Post Office made £3000 sterling a year from this source alone. The Deputy Postmaster General of Canada thrived mightily under this system. In 1838 Stayner whose official salary was £500 sterling, had a total income of £3053 sterling and of that he took £2103 from the business of newspaper delivery. This was one of the most potent of the causes of the public dissatisfaction with the Post Office.

In Nova Scotia the same state of things existed, but owing to two reasons, popular indignation did not fall on the head of Howe, as it did upon that of Stayner. In the first place, owing to the limited extent of the newspaper business in Nova Scotia, Howe's revenue from this source was not great enough to shock the legislature; in the second, he had sedulously cultivated the good will of the Assembly; and the disposition of that body was to forward rather than to thwart his interests. But the situation in Nova Scotia presented certain peculiar features. In 1833, the proprietors of the Acadian Recorder and the Free Press presented a memorial to the Lieutenant Governor, setting forth their grievance. They were the victims of gross discrimination. The allegation was that Mr. Howe, besides

being Deputy Postmaster General, was King's Printer, and as such had a monopoly of the Government printing. He was also stated to be, either directly or indirectly interested in every paper published in the Province, except the Acadian Recorder and the Free Press. As a consequence of this interest, the Nova Scotian, the Journal, the Acadian and the Royal Gazette were distributed in all parts of the Province free of postage, while every copy of the Recorder and the Free Press sent by post was subjected to a charge of two shillings and six pence a year. The petitioning publishers received little sympathy from the Postmaster General. It was argued that the charges were not illegal, and that, as they had been in operation since the beginnings of the Post Office in Nova Scotia, the publishers must have entered into business with the full knowledge of the charge to which they would be liable. It is interesting at this point, to learn that Joseph Howe assisted his brother the Deputy Postmaster General, for three or four years discharging the duties of clerk, and for eleven months, during the absence of the Deputy Postmaster General in England, Joseph Howe took full charge of the Department.

In 1834, Nova Scotia was drawn into the disputes between the Canadas and the Home Government respecting the control of the postal system in those provinces. For a dozen years past, the Assemblies of Upper and Lower Canada had questioned the right of the British Post Office to dispose of the surplus postal revenues, drawn from those provinces. They based elaborate legal arguments upon the Declaratory act of 1778, which was incorporated into the Canada Constitutional act of 1791. By this act, Great Britain declared that no taxes should be imposed upon any of the colonies by the King and Parliament, except such as were necessary for the regulation of commerce; and that in the case of such taxes the proceeds should be appropriated for provincial and not for imperial purposes. The Assemblies insisted that the surplus postal revenues came within the scope of this act. The case for the Postmaster General was not without its arguable aspects, but

he was not impressed with their strength and consequently directed that the papers be put away. This agitation which was started in 1821, gathered strength as time went on, and in 1832, the Postmaster General became convinced that it was necessary to examine its merits. He sent the papers to the Law Officers of the Crown, and was advised by them that "it would not be safe to agitate the question as one of law with the colony" and if it could be so discussed they were of opinion that the Postmaster General would not succeed. This opinion set up a lively flutter in the dove cotes: the Postmaster General was sure that the colony meant to get into their hands the appointment of Postmaster and the entire arrangements of the Department within its territories. In his picturesque phrase, he declared that "we are beaten off our first position" and therefore a plan should be drawn up by which the Post Office should agree to give up to the Provinces any surplus revenue that may accrue; and complete statements of the Provincial Post Office accounts should be laid before the Legislature. He was persuaded however that he must maintain the right of the Crown to appoint the officers of the Department.

It was along the lines here indicated, that the British Government, after mature deliberation, decided to proceed. An act was submitted to Parliament, and adopted in 1834, providing for the repeal of the Imperial acts, in virtue of which the Postmaster General of England had administered the postal affairs of the colonies; and for the retention in the colonies for their own use, of any surplus revenue, that might remain after all expenses had been paid. The act was not to go into operation until satisfactory legislation had been enacted by the colonies for managing their Post Office on the proposed plan. In maturing the plan to be submitted for the acceptance of the several legislatures, the General Post Office had to keep in view two distinct considerations—Imperial necessities and Colonial rights. It was absolutely necessary to the maintenance of the Colonial system, that there should be uninterrupted communication between the Mother Country and all her colonies. Some

of the colonies, such as the Canadas, were so situated that to correspond with them, it was necessary that the mails from Great Britain should pass through the other colonies—Nova Scotia, and New Brunswick. It is quite conceivable that differences might arise, between the postal administration of the several provinces, which would hamper the free passage of the mails between the seaboard and the remoter colonies. To remove the possibility of such inconveniences, it was necessary that there should be some authority controlling and coordinating the several local services, so as to produce the effect of one continuous through service between Halifax and Amherstburg, at the western extremity of Upper Canada. There was no person in the colonies possessing the authority necessary, and therefore it seemed essential that the supreme control of the Colonial postal service should remain with the Postmaster General of England. But, in the opinion of the Law Officers, it was necessary to obtain the sanction of the local legislatures for any arrangements that might be made. The difficulty was solved by submitting for the acceptance of each of the Provincial Legislatures, a draft Post Office bill constituting the Postmaster General of England to head of the Provincial Post Office, and providing for the appointment by the Postmaster General of a local Deputy Postmaster General who should actually administer the postal affairs of the Province. The bills submitted to the local legislatures were identical in terms, and the Legislatures were informed that the uniformity of the whole Colonial service required that the bills should be enacted by the several legislatures without substantial amendment.

The bills were unfortunate in their reception. They were either rejected or laid aside by every legislature. In none of the Provinces did their provisions seem to meet requirements. In Nova Scotia the effect of the consideration of the bill was curious. Until it was laid before the Assembly, no one in Nova Scotia imagined that the postal affairs of the Province were not on a satisfactory basis. The desires of the people in the different parts were submitted to the Legislature in the

form of petitions, and these were considered in the Post Office Committee, the meeting of which the Deputy Postmaster General always held himself in readiness to attend; if it were decided to accede to a petition, the amount to be allocated by the Province in support of the service desired was decided upon; and so everything appeared to be moving satisfactorily. But the appearance of the draft bill, with the request that it should be accepted by the Legislature, aroused the Assembly to activity. They investigated the financial relations of the Province with the Post Office, and discovered that the Post Office was each year sending to the Treasury in England, as surplus revenue an amount not much less than what the Legislature was contributing to the support of the Post Office.

So convinced was the Legislature that the Post Office in Nova Scotia was practically self supporting, that they resolved to take its management into their own hands. A bill for this purpose passed the Legislature in 1838, but was declined by the Home Government. In the following year Messrs. Young and Halliburton, who were in England, after a full discussion of the subject with the Postmaster General arranged that the Province should take over the financial control of the Post Office, appropriating any surplus, and making up any deficit. This reasonable arrangement promised a continuance of the good relations which had always existed between the Provincial Government and the Post Office. It was scarcely concluded, however, when the whole question was thrown open by one of those intercolonial misunderstandings, which were always liable to crop up. A dispute arose between Canada and Nova Scotia as to the bearing of the charges for the overland conveyance of the mails brought by the Cunard steamers. Great Britain, after considering the merits of the difference, seems to have agreed with the Nova Scotia view, but as Canada could not be compelled to pay her share of the charge, and as the position Canada had taken was far from weak, Great Britain called upon Nova Scotia to pay the charge, allowing Nova Scotia to retain what was called the packet postage which belonged to Great

Britain. Nova Scotia was firm, however; and as the expenses of the whole Nova Scotia inland service, including the special one under consideration would involve the Nova Scotia Post Office in a deficit of between £500 and £600 which the Legislature declined to meet, the General Post Office determined to reduce the expense of the service by cutting off a number of the routes which did not produce revenues necessary to meet their expenses. An agent was sent to Nova Scotia from the General Post Office to ascertain how the service in the Province could be reduced with the least public inconvenience. The reductions he effected were comparatively insignificant, and were productive of much friction with Canada and New Brunswick.

The difficulty was finally settled in summary fashion, and, in relating the mode of settlement, a word or two is necessary on the establishment of the Cunard service. When the "Great Western" and the "Sirius" successfully crossed the ocean under steam in 1838, at a speed which reduced the time taken by the sailing packets by more than half, it was at once seen that the days of the sailing packet were at an end. The Governors of Upper and Lower Canada directed that their correspondence should be sent out by the "Great Western", and Joseph Howe and William Crane, a member of the Assembly of New Brunswick, representing a number of leading citizens of Nova Scotia and New Brunswick who were in London, urged upon the Colonial Secretary the necessity of utilizing vessels propelled by steam for the conveyance of the mails between Great Britain and the North American colonies. The British Government gave a ready assent to the representations made, and after negotiations, a contract was made on the 4th May, 1839, for a fortnightly mail service between Liverpool and Halifax, with subsidiary steamer services to Quebec and to Boston. The British Government had in contemplation a vast scheme for communication between Great Britain and North America, the central point of which, on this side of the Atlantic, was Halifax. There was to be a regular service, fortnightly each way, at the

beginning, between Liverpool and Halifax. Running in connection with it, were to be auxiliary services to Quebec, Newfoundland, Boston and Bermuda. Contracts were let for these several services, but the plans were scarcely brought to maturity before they withered and faded. So far as the main branches were concerned, they were made in disregard of the facts of geography. The two Canadian provinces were never advantageously served with British mails from Halifax. Before ocean steamships were thought of, the General Post Office in London regretfully admitted that scarcely one letter from Canada was sent out by the Post Office packets, while thousands were sent by the sailing liners to New York and Boston. When considering the plans for the steamships to Halifax, the British Government, thought to overcome the natural advantages enjoyed by Boston, by means of a fast express to Pictou and a steamer to Quebec. But that was for the summer months only. During the winter the long route over indifferent roads between Quebec and Halifax had to be encountered, and then the advantage was clearly on the side of Boston, which throughout the year was connected with Montreal by a railway to Albany, and a fast stage from that point to Montreal. In 1845, the plan of serving Canada by Halifax was definitely abandoned, and an agreement was concluded between the Post Offices of Great Britain and the United States for the embarking and disembarking of the Canadian mails, at the port of Boston. Thus the dispute between Canada and Nova Scotia was settled by removing the occasion for it. Since the mails for Canada brought by the Cunard steamers no longer passed over the route between Halifax and Pictou, the interprovincial agreements and differences came to an end of themselves.

Another question of great importance called for settlement at this time. The adoption of Penny Postage in Great Britain in 1840 and the agitation preceding this measure, aroused in the colonies a desire for a great reduction in the postal charges. It was generally accepted that the circumstances of the country

made the Penny rate impossible, but the principle of the single rate throughout the territory of each of the provinces took a strong hold on the public mind in the Colonies. Memorials were sent from the several Provinces to the Colonial Secretary, and the question was considered by the British Postmaster General and the Treasury. The Postmaster General was of opinion that there should be a very considerable abatement in the charges, but he feared that the result would be a large deficit. The Provinces would, he had no doubt, agree to meet the shortage, but a situation would arise in which the conflicting views and interests of the Postmaster General and the Legislatures would lead to unpleasant differences. To quote the Postmaster General: "In a Department like the Post Office, differences of opinion must necessarily arise between the colonies and the authorities at home as to the regulations upon which it should be conducted, the extent of the accommodation that should be given, the amount of salaries that should be paid, before all, the principle upon which new and frequently expensive posts should be established."

The Postmaster General, after mature reflection, could see no other course open to the General Post Office than to resign his control over the Post Offices in the Colonies. He would, however, accompany his surrender by certain conditions, and by the demand that the Colonial Post Offices should be conducted on such principles as would still retain in effect a great portion of the advantages of central government. The conditions required free co-operation between the several colonies in the conveyance of the mails, and the avoidance of accounts with respect to the revenue collected by each Post Office.

The British Government approved of these views and they were communicated to the Colonial Legislatures. On the 28th August, 1847, Lord Elgin the Governor General, by letter to the several Lieutenant Governors, suggested the advisability of a meeting of representatives from each of the Provinces. The meeting took place in October at Montreal, the Hon. J. W. Johnston being the delegate from Nova Scotia. This confer-

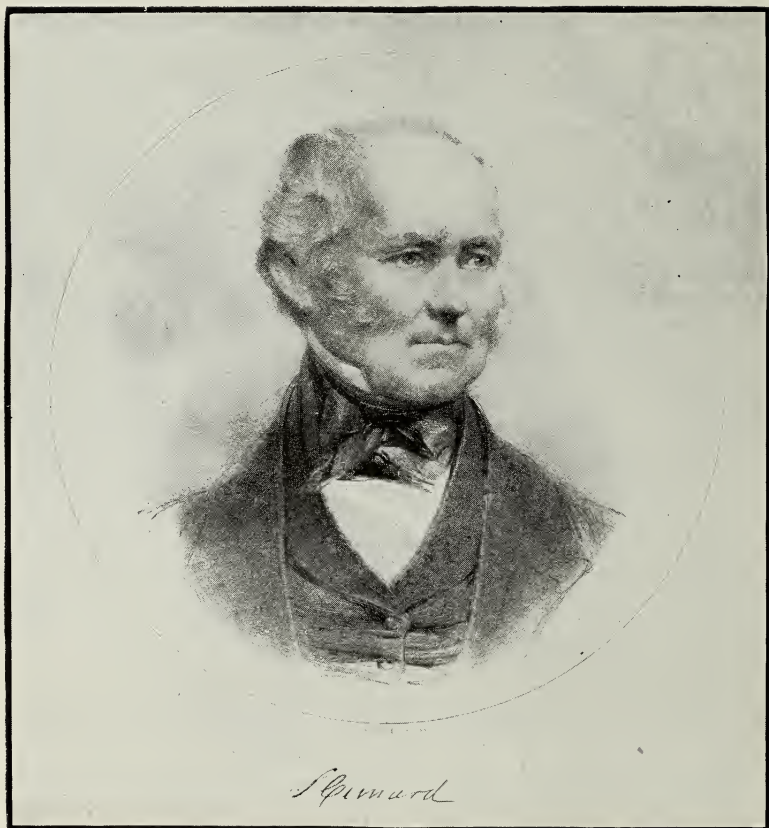
ence virtually settled the Post Office question in British North America. The delegates in their report say that at the threshold of their enquiry, lay the relative advantages of a system of united revenue and management for the four Provinces, or of one which would place the management of the postal arrangements in the hands of the local governments, with no greater central control than should be necessary for securing the Imperial and intercolonial interests. Having decided on the latter as the preferable of the two plans, they laid down the principles on which the several provincial postal systems should be regulated. The chief of these were that there should be maintained throughout the British North American provinces one uniform system and rate of postage, which no greater modification than their circumstances may demand; that where the mails from one province have to pass through another province on their way to their destination, the intermediate province shall not make a charge to the province despatching the mails, for its services; and that the senders of letters should be free to pay their letter at the time of posting, or to leave the payment to the party addressed; and, in any case, all the postage collected by an administration whether as prepayment of letters or as the charge at the time of delivery to the persons addressed, should remain its property, thus dispensing with the necessity of accounts between the provinces. In March, 1848, the Legislature of Nova Scotia adopted this report, and passed a bill in accordance therewith; and sent Mr. J. B. Uniacke, chairman of the Post Office Committee, to Canada to secure the concurrence of that Province in the provisions of the bill, preparatory to reporting the facts to the Colonial Secretary, whose share in the transactions consisted in securing a sanctioning measure from the British Parliament. Mr. Uniacke arrived in Montreal on the 8th June, and two days later explained the views of the Nova Scotia Legislature to the Executive Council. The Council accepted in their entirety the different recommendations, and a report based thereupon was approved the same day. Nova Scotia took the leading part in the negotiations, which prepared the way to Provincial

autonomy. That this should have been so, was probably due to the fact that the discussions which had taken place every session for many years, had familiarised the political leaders of the Province with the several phases of Post Office affairs. The adoption of the uniform three pence rate on letters throughout the several provinces was entirely due to the initiation of Nova Scotia. In Canada while there was a steady determination to have a considerable reduction in the rates, the Postal Commission could not see its way to abandon the old course, and substitute a single uniform charge, for the series of charges based on the distance letters were carried. Nova Scotia's firmness brought about this great beneficial change at that early period, when the several governments were about to take on themselves the management of their postal affairs.

In 1851, the governments of the several Provinces assumed the charge of the Post Offices within their respective territories, and continued to administer them until Confederation effected the amalgamation of the several postal administrations into the one Post Office Department at Ottawa.

The period of Nova Scotia's administration of its Post Office was undistinguished in any way. In normal times, the Post Office is rather a humdrum, pedestrian affair, like a faithful servant, of whom we seldom think, so long as he does not invite attention by breaking the china or otherwise infringing on the quiet of our lives. There was a steady expansion in every part of the province. In 1851, there were 133 post offices in the province; at Confederation, Nova Scotia took 630 post offices in with her. As was inevitable, at that stage of the growth of the Province, there was a considerable and increasing deficit in its finances. At the end of the first year of its independent administration, the shortage was rather over 10,500; on the 30th June 1867, it was 27,559. Mr. Arthur Woodgate, who succeeded John Howe in 1843, and who was Postmaster-General during the period between 1851 and 1867, became Inspector for the Province, on the reconstruction consequent upon Confederation. In closing I cannot refrain from

giving a little intimate touch of Mr. Woodgate. It is from a personal letter written by the official, who was sent from Canada, to arrange for the incorporation of the Nova Scotia postal system into that of the Dominion. "I am getting along very well with Mr. Woodgate. Its a fine thing though to listen to the tone of his language towards the callers on him during the day: it is so splendidly official and emphatic,—he must have acquired it somewhere in England. But what has perhaps impressed me most is the spectacle afforded when the Inspector requires the presence of his Messenger from below. Then he proceeds to the top of the old stairs with a long post horn (such a one used of old by Mail Guards in England) and on it performs a short Fantasia!" Could anything be more illuminative of the fine gentleman?



SIR SAMUEL CUNARD, Bart., Born 1787, Died 1865.
Founder of the Cunard Steamship Line.

[From a lithograph.]

[To face page 75.]

**THE LIFE OF SIR SAMUEL CUNARD,
Founder of the Cunard Steamship Line, 1787-1865.**

By ABRAHAM MARTIN PAYNE, Halifax, N. S.

(Read 28th March, 1905).

As the pioneer of regular ocean steam navigation, the life of Sir Samuel Cunard has an abiding interest, not only for his fellow countrymen, but for the whole British race. The Cunard family was of Quaker origin, having emigrated from Wales to Philadelphia, Penn., in the seventeenth century. After the troublous times of the American Revolution, Abraham Cunard, the father of Sir Samuel, came to Halifax, Nova Scotia, where the future founder of the Cunard Line was born on the 21st of November, 1787. The house in which he first saw the light, one of the primitive settlers' habitations, is still standing within the grounds of the family residence on Brunswick Street, now in the occupation of a grandson, George E. Francklyn.*

Although Abraham Cunard obtained a position at the Halifax Dockyard shortly after his arrival, the early experiences of the family, as in the case of most of the United Empire Loyalists were encompassed by the struggles and anxieties incident to the relinquishment, for the second time, of former associations and comforts and the building up of a new home amid strange scenes and unaccustomed surroundings. Educational advantages were somewhat restricted and it would appear that young Cunard was not able to take regular advantage of such schooling facilities as then existed. As a boy he was noticeably bright and intelligent, steady application and unwearying perseverance being among his marked characteristics. Whatever line of study or effort he undertook was thoroughly and per-

*The building in which he was born, is a small one, now somewhat altered, in the rear of No. 257 Brunswick St., and is between that street and Lockman St., and a little north of Proctor's Lane. Sir Samuel's father, Abraham, died at Rawdon, N. S., 10 January, 1824, aged 70 years.

sistently mastered to the smallest detail. Like many others who have attained exalted positions in the world's affairs, Samuel Cunard was to a large extent self-educated. The battle of life began with him early in his teens, as an employee in the Engineer Department of the Halifax lumberyard, where his zeal and activity soon attracted favorable notice from the officials with whom he was brought in contact. It was a time of continuous warfare, and the bustle of naval and military preparations was in full progress every hour of the day. The collection and transportation of supplies and munitions of war, with the arrivals of ships of war and captured prizes, combined to centre a large and lucrative volume of trade in a port of such prominence as Halifax had already become.

His brothers had engaged in a sea-faring life, principally to the West Indies, and he soon gave evidence of a pronounced inclination for marine enterprise himself, embarking in small ventures as opportunity offered. Amid such stirring scenes a business career offered greater inducements to a youth of his temperament and he withdrew from the public service to assist in the foundation of the firm of Abraham Cunard & Son before he became of age. Steadfast industry, undaunted determination and a well regulated habit of prompt decision at once made him a leading spirit in the varied business interests of the community.

It is related on good authority that the fortunate purchase of a prize vessel, resulting in a handsome profit, established a reputation for reliability in large and important transactions which quickly placed the firm in the front rank of the numerous enterprising concerns of the day. His vigorous personality and strict integrity impressed Government officials to such a degree, that, notwithstanding his youth, important contracts were entrusted to him without hesitation.

When only twenty-seven years of age the conveyance of H. M. mails between Halifax and Newfoundland, Boston and Bermuda, by sailing vessels was undertaken at his own financial

risk. This, his first important contract, it may be noted, was carried out to the entire satisfaction of the British Government. The commanding position attained by Abraham Cunard & Son is evident from the fact that they were among the foremost subscribers to the fund for the wounded heroes at Waterloo when a subscription was raised here for that purpose.

When peace succeeded war, dull times overtook Halifax, and in 1819 the Dockyard was reduced and removed to Bermuda, even the gigantic Shears so familiar to oldtimers, being taken down, developing a condition of affairs somewhat analagous to the present day under similar circumstances. Still the Cunard firm maintained solid progress, and Cunard's wharf came to be recognized as a leading vantage point for shipping interests. They kept Lyle's shipyard at Dartmouth Cove constantly at work, employing a large number of workmen.

Eventually Samuel Cunard had no less than forty vessels under his control, and his interests expanded in all directions. He made large investments in P. E. I., and assisted his brothers in establishing a business at Chatham on the Miramichi, in competition with the powerful firm of Gilmour & Rankin, for the rapidly increasing export timber business of that extensive region. Dr. Akins in his annals of our city in the collections of the Historical Society, mentions the charter by the Imperial Government of Cunard's brig "Chebucto" for the protection of the fisheries, visiting the out-harbors for customs' regulations, and carrying dispatches to Quebec and the St. Lawrence. As another illustration of his far reaching enterprise, Murdoch's History records an effort to revive the old whale fishing industry undertaken from the Dartmouth side of the harbor some years previously by Nantucket skippers. Voyages were also contemplated to the South Seas on somewhat similar lines to the ventures promoted in our city within the past two or three years.

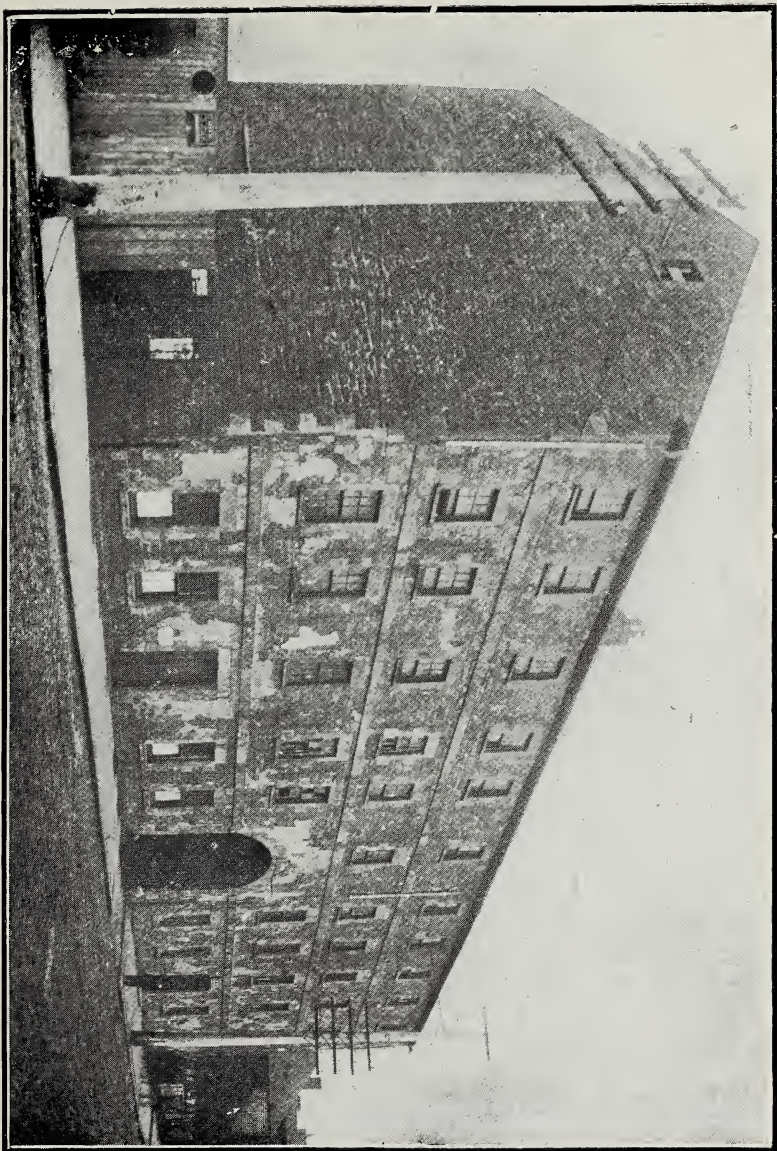
Mr. Cunard was one of the earliest Commissioners of Light-houses, when light-houses were few and far between in our coast.

He was also vice-president of the Shubenacadie Canal Co., a famous enterprise, but a sadly unfortunate one. He was one of the leading promoters in the establishment of the earliest banking house, first known as Cogswell's Bank, later as Collins's Bank and still later as the Halifax Banking Company.

As might be expected, Mr. Cunard took a leading part in the affairs of his native city, filling numerous positions of trust and responsibility as the years rolled on. His name appears as one of the first firewardens for the north suburbs, and he was also an active member of the Sun Fire Company, one of the most exclusive of the organizations for rendering assistance at fires. The quarterly meetings, dinners, and balls of the fire companies were notable features in the social events of that period. Every good citizen took a pride in belonging to the militia in those days, and Mr. Cunard soon rose to be colonel of the 2nd Halifax Regiment with its dashing flank company of the elite, popularly nicknamed the "Scarlet Runners," whose social functions were also eagerly patronized by the rank and fashion of the time. His benevolence was conspicuous during the hard winters of the twenties, and he was appointed, with Michael Tobin, to dispense public aid in the establishment of soup kitchens and general relief for the poor of the city, whose numbers had unfortunately been increased by unwisely directed immigration.

In 1814 Mr. Cunard was married to Miss Susan Duffus, daughter of John Duffus, a prominent business man of Halifax. Two sons and seven daughters blessed this union, which sustained a heavy bereavement by the early death of Mrs. Cunard on 2nd February, 1822. The family assemblage of the motherless group in the front pew at St. George's Church on Brunswick Street, is well remembered by parishioners still living in our midst. Mr. Cunard was a regular and generous attendant at this fine old historic church for many years, and most of the members of his family were married within its walls.

In the politics of the times, a man of his active disposition could not fail to be a prominent figure in the administration of



OFFICE AND WAREHOUSE OF S. CUNARD & CO., Nos. 189-193 Upper Water Street, Halifax, N. S.
Built about 1823 of "ironstone" with freestone trimmings. The office was entered by the
door to the left, and the archway led to the wharf. Demolished, November, 1917.
measured about 110 feet.

From a photograph taken in October, 1917, looking east].

[To face page 78.]

public affairs. A partizan he never became, but he was a consistent and outspoken supporter of the ancient Tory regime, and he occupied a seat in the old Council of Twelve, "the family compact" as its critics often called it. As the Hon. Samuel Cunard, he was familiarly known for many years, long after the Council had given up the ghost as so humorously related by Sir Brenton Halliburton in an amusing valedictory.

It was, however, in the conduct of mercantile affairs that his energies were chiefly directed. During a visit to England, he obtained the agency of the Hon. East India Company, and the arrival at Cunard's wharf of one of their finest ships soon followed. The appearance in our harbor of the "Countess of Harcourt," commanded by Capt. Delafons of the Royal Navy, with over 6,000 chests of tea, from Canton, was a red letter day, not only for his firm, but for his native city as well. After this, the substantial ironstone warehouses at Cunard's wharf, erected by Burbidge and Best, in the early twenties, were periodically crammed with chests of tea from cellar to attic.

The style of the firm had been changed after the death of Abraham Cunard to S. Cunard and Co., the plain brass plate, still in use, suggesting the solidity of eminent houses in the marts of commerce in the Old Land. A second visit to England secured the agency of the General Mining Association, and further enhanced the prestige and profits of the firm. Some years later Mr. Cunard vindicated the charge of monopoly launched against the General Mining Association with the diplomatic skill and resource invariably displayed by him when exigencies arose. At forty years of age Mr. Cunard was estimated on good authority to be worth not less than £200,000, almost a millionaire, as we should say in our present-day currency.

Eminently successful as Mr. Cunard's business experiences had proved, placing him in the foremost commercial and social rank among his fellow townsmen, his future career was destined to exhibit a wider scope than any of his contemporaries had ever

deemed possible. The dawn of ocean steam navigation had excited his ambition, far beyond mail contracts and marine enterprise, within the narrow sphere of his environment. His penetrating foresight contemplated the establishment of regular communication by steam vessels, between Great Britain and the whole of the seaboard of the North American continent. He firmly believed "that steamers properly built and manned might start and arrive at their destination with the punctuality of railway trains on land." The metaphor of an ocean railway was a favorite theme with him for years.

As a preface to the grand achievement of his maturer years, his connection with the "Royal William" may be said to mark the first stage in carrying out a long cherished project. At the head of the list of 144 subscribers, incorporated to build the "Royal William," stands the name of Samuel Cunard.

Much controversy has arisen with reference to the honor of the first Atlantic voyage by a steam vessel. The honor has been claimed for the "Savannah" in the year 1819, but as her adjustable paddles were only used for eighty hours in the passage of thirty days, between Savannah and Liverpool, the claim of first place can hardly be conceded. Moreover, the Savannah's toy engine was subsequently taken out, and she reverted to her former role of a sailing packet pure and simple.

The "Royal William" was built at Quebec, and her launching in 1833 was an event of no small importance, graced by the presence of the Governor-General, Lord Aylmer, and an immense concourse of people, the band of the 32nd Regiment assisting in the ceremony. She was originally intended to run between Quebec and Pictou, but owing to financial reasons it was decided to send her to London. Her performance of 17 days between Pictou and the Isle of Wight, in September 1833, doubtless clinched the convictions of Mr. Cunard as to the soundness and practicability of his views for the future of ocean steam navigation. Prejudices were rife, and by men of eminence in the scientific world. Dr. Dionysius Lardner, a learned

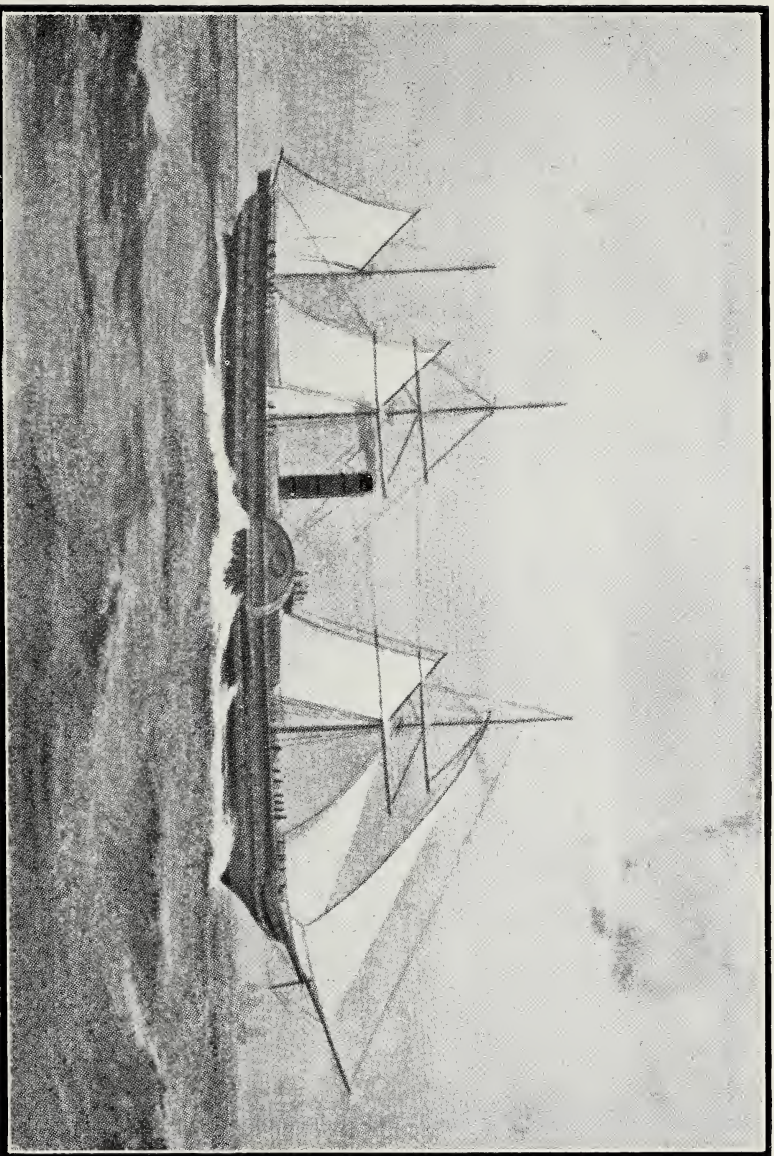
savant, asserted as his opinion, at a lecture in Liverpool, England, in 1835, that "men might as well project a voyage to the moon as to attempt steam navigation across the stormy Atlantic ocean." Even such an influential personage as the great Duke of Wellington stated that "he would give no countenance to any schemes which had for their object a change in the established system of the country." Strong opposition prevailed on the part of those interested in the sailing packets. The clippers of the Shakespeare Line, the Dramatic Line, and the famous Black Ball Line were by no means disposed to yield the palm readily. Their skippers still made record runs and "cracked on the dimity" in fine style; old Captain Bailey on one occasion accomplishing the run from Sandy Hook to Holyhead in $13\frac{1}{2}$ days. Regardless of cost, their models, rigging and cabin appointments were improved as soon as the rivalry of steam began to threaten their interests in serious earnest. The climax of endeavor to stem the tide was the construction, as late as 1854, of the "Great Republic" by Donald McKay, a widely known builder hailing from Shelburne, Nova Scotia, who, by the way, did no discredit to his native land. The "Great Republic" was 205 feet in length with a 30 feet hold and a measurement of 3400 tons. She made a record passage of thirteen days between New York and the Scillies in March, 1855, literally a dying struggle with the new factor of steam power.

During the period between 1833 and 1838, the Hon. Samuel Cunard while distributing the British mails to their various destinations in Canada, the United States, Newfoundland, and Bermuda, as they arrived at Cunard's wharf in the old uncertain "ten-gun brigs," keenly noted the transition gradually going on and bided his time. His opportunity came in 1838, when the Lords Commissioners of the Admiralty issued circulars asking for tenders for a steam packet service to carry H. M. mails on the Atlantic. Not a single steamship owner in Great Britain tendered. Even George Burns, later destined to be one of Sir Samuel's associates, informed the Comptroller of the Packet

Service that he did not see his way clear to such a large undertaking as the proposal of the Government involved. He further intimated that his hands were full, and he had made up his mind to let the Atlantic steamship business alone.

But it was not to be thus abandoned, for the undaunted promoter from Halifax was already on his way back to England to seek assistance in making a bid for the contract, having been unsuccessful in interesting either Halifax or Boston capitalists in his efforts. It was not all plain sailing by any means. In London he met with but scant encouragement in enlisting financial aid, and therefore resolved to go down to Glasgow, fortified this time with an introduction from James Melville, Secretary of the Hon. East India Company, to the eminent Clyde shipbuilder, Robert Napier. Napier made him acquainted with George Burns, and an invitation to dinner followed, at which his partner David McIver was also present. Mr. McIver at first showed considerable hesitation, advising Mr. Burns to tell Mr. Cunard that "the thing would not suit them". They met again, however, next day, at Napier's; when all doubts and difficulties were set at rest by Mr. Cunard's logical and convincing advocacy. The name adopted by the new association which was founded in 1839, was the British and North American Royal Mail Steam Packet Company.

A few days sufficed to raise the required capital of £270,000—the die was cast, the vim and enterprise of the far-seeing Nova Scotian had paved the way for a new era in ocean navigation. An offer was made for the conveyance of H. M. mails regularly every fortnight between Liverpool, Halifax and Boston, and a contract for seven years signed, sealed and delivered. A letter from Mr. Cunard is extant, dated Piccadilly, 28th Feb., 1839, to Wm. Kidston and Sons (former Halifax friends now doing business in Glasgow), enquiring about likely builders of one or two steamers of 300 horse-power and about 800 tons. That Mr. Cunard was the master mind and leading spirit, is abundantly evident from the original contract for building the first three vessels for the company. The contract was signed on 18th March, 1839, by Samuel Cunard, and Robert Napier, in the presence of Hugh Moncrieff and Robert



ROYAL MAIL STEAMSHIP "BRITANNIA."
First Steamship of the British and North American Royal Mail Steam
Packet Company. Built in 1840.

[To face page 82.]

Henderson, writers, of Glasgow. This document, which may be fairly called historic, specified three good and sufficient steamships, not less than 200 feet long, equal in hull and machinery to the steamer "Commodore" or "London" constructed by the said Robert Napier, and equal to the "City of Glasgow," as to the cabin fittings; one to be ready for trial and delivery on 12 March, 1840, the second on 13 April, 1840, and the third on 1st May, 1840. James Cyrus Melville, Secretary of the Hon. East India Company, was to be the referee for arbitration, in case of any differences, and the figure for the three vessels was to be £96,000 sterling.

An enthusiastic public meeting was held at Halifax immediately after receipt of the news of the success of their distinguished fellow townsman in closing the contract. The arrival of the "Unicorn," the elegantly appointed steamer secured for the mail service between Halifax and Quebec, caused a great stir in our city, as many old timers still remember. Still greater was the enthusiasm when early in the morning of 17th July, 1840, it became known that the British and North American Steam Packet Company's R. M. S. "Britannia" had arrived during the night, having sailed on 4th July. The success of her initial voyage, her noble proportions, figure-head, and name alike suggested a new era of progress in ocean transit, not only for our city, but for the whole North American sea-board. As described in the papers of that day, the scene was an inspiring one on her departure from Cunard's wharf, a few hours later, for Boston, as she steamed around the gaily decorated flagship to the booming of cannon, with every indication of popular rejoicing. The presence on board of the distinguished founder of the new order of things gave an added éclat to the occasion.

Mr. Cunard proceeded to Boston in the "Britannia," where he was the recipient of ovations so numerous as to be almost embarrassing. The story of his 1800 dinner invitations has often been told. At the great public banquet tendered him, 2,000 guests assembled, and Josiah Quincy, the chairman's,

first toast was, "Health, happiness and prosperity to Mr. Cunard." The evidences of international good will found expression in another toast, the quaint humor of which appeals to the risible faculties of people of the present day, to whom the sight of an ocean steamer is of daily occurrence. It ran thus: "Cunard's line of steam packets—the pendulum of a large clock which is to tick once a fortnight,—the British Government has given £50,000 for one of the weights and may the patronage of the public soon add another!"

Two years after the auspicious opening of the line, Charles Dickens crossed in the "Far-famed fast Atlantic steamer" as the "Britannia" was then called, and the first chapter of his "American Notes" gives a lively description of his experiences on board. The renowned author during his brief stay in Halifax, made a visit, in company with Hon. Joseph Howe, to the House of Assembly then in session, occupying a prominent seat in the very chamber where we are now gathered.

Mr. Cunard's brilliant success in surmounting difficulties was put to a severe test in 1846, when the original contract was about to expire, and the British Government announced its intention to renew it on a more extended scale. In the House of Commons on the 24th of July, 1846, Mr. Miles moved a resolution favoring the Great Western Steamship Co.'s proposal to undertake it, contending that their steamers had brought the first news of the Canadian Rebellion and of the Oregon controversy, also pointing out the elaborate arrangements made by them to ensure speedy transit on the Atlantic.

It appeared, however, that the schedule of the Great Western Steamship Co. "drew the line" at sailings in the winter months from November to April, while Mr. Cunard offered a regular all-the-year-round service. The Cunard contract further provided for the equipment of his vessels to meet the contingency of transport in the event of war. Like the red strand in the Admiralty cordage, this thread of staunch reliability furnished them, as it has ever since, a convincing proof

of the unwavering stability of the Cunard Line. Mr. Goulburn, in defending the Cunard contract, stated "that this establishment owed its origin entirely to the activity of the colonists of Nova Scotia and its neighborhood, and he for one would be sorry to do anything against the zeal and activity of these colonists." Another member of parliament, Mr. Spooner, said that "Hon. S. Cunard was the first gentleman that had traversed the Atlantic in the winter time." The Chancellor of the Exchequer, successor to Sir Robert Peel, after giving a description of the circumstances connected with the granting of the contract to Mr. Cunard, said "he felt that that gentleman was the ablest person with whom the Government could have contracted for the conveyance of H. M. mails, but he was by no means opposed to the appointment of a committee which would afford the House of Commons an opportunity of enquiring into the whole circumstances."

Ultimately a committee was appointed, the result being a signal triumph for Mr. Cunard on every point. The welcome news appeared in the Halifax newspapers early in September, 1846. Although it goes without saying that the petition from Bristol and the powerful interests connected with that port were weighty factors to contend with, the alert Haligonian was fully equal to the occasion, his testimony and reasoning before the Select Committee proving unanswerable. A letter from a friendly critic which appeared in the London Times of August 15, 1846, fairly portrays public sentiment on the subject. An extract is worth recording verbatim. After referring to the speed and regularity of the Cunard steamers and the excellence of their general appointments, this writer "feels confident that the community at large with many private friends will join in rejoicing at the successful issue of this select inquiry and in the hope that Mr. Cunard should be permitted to enjoy for many years the fruits of his energetic enterprise, the contract for which with the Government is certain to be carried out by him to the full letter, as he has invariably acted in every other most honorably."

The incident of the Select Enquiry may justly be regarded as the apex of our distinguished fellow-townsmen's career. In 1846 he was elected a Fellow of the Royal Geographical Society; and not long afterwards he removed with his family to reside permanently at London, England, leaving his son, William, in charge of business interests here.

During its first decade, the Cunard Co., enjoyed almost a monopoly of the North Atlantic steamship business. In the fifties, rivalry of the most strenuous nature was encountered by them with resourceful ability, albeit with unending determination to make safety the paramount consideration. Events amply justified their inflexible attitude in this regard. The Collins Line in particular essayed to eclipse the Cunarders in speed and luxurious appointments. In referring to this episode, Mr. McIver, one of his partners, wrote to Mr. Cunard that "the Collins people are pretty much in the situation of finding that breaking our windows with sovereigns, though very fine fun, is too costly to keep up." The efforts of the Collins Line, although backed by lavish capital and unstinted support from the Government of the United States, ended in a complete collapse. Subsequently other organizations followed in the wake of the Cunard Co. with more satisfactory results.

Able pens have recorded the prompt and efficient service rendered by the Cunard Line during the Crimean War, and subsequent national emergencies, down to the recent struggle in South Africa. Suffice it to say that the history of the Cunard Line, as tersely described in the recent issue of a leading Liverpool journal, is the history of the British mercantile marine for the past sixty years. The confidence with which the young Halifax merchant first inspired the British Government is reflected in unchanging belief in the trustworthiness of the line bearing his name, by the same critical authorities at the present day. Twentieth century methods of marine competition are more pronounced than ever before, the design of Germany especially being to outclass Britain on the sea, just as the United States vainly attempted half a century ago. The

task of upholding British prestige has been entrusted to the Cunard Co. by the Imperial Government which has concluded an arrangement guaranteeing a measure of financial support commensurate with the great national interests at stake.

In 1859 Queen Victoria conferred the dignity of a baronetcy of the United Kingdom on the subject of this sketch, in recognition of his distinguished services to the state. He acquired a fine estate at Bush Hill, Edmonton, twelve miles out of London, where he also had a town mansion at Queen's Gate Gardens.

In the capital of the Empire whose maritime supremacy he had done so much to advance, the evening of his life was spent, universally esteemed as a prominent figure among the merchant princes of the Victorian era. Not infrequently he was the trusted counsellor and advisor of the highest in the land on important questions pertaining to maritime interests. Full of years and of honors his declining years were enlivened by social intercourse with many of the most distinguished personages of the time. To none, however, was a more welcome hospitality extended than to friends and acquaintances from his native land. At length surrounded by his family, with all his faculties unimpaired, the end came to his long and useful career at London on April 28th, 1865, at the ripe age of seventy-eight years.

The title descended to his son, Edward, who had been the New York manager of the Company for many years. Four years later Sir Edward Cunard died, the baronetcy devolving on his son, Sir Bache Cunard, the present holder. His daughters having all passed away, the sole surviving member of Sir Samuel's family is his second son, William Cunard, Esq., of London, whose son, Ernest, is a director of the Cunard Steamship Co. Numerous descendants fill positions of dignity and usefulness in the Mother Country, the Great Republic and the Dominion of Canada.

The personal appearance of Sir Samuel Cunard is, of course, well remembered by many of our Halifax people. Somewhat

below the middle height, he was vigorous in frame, with exceptional nerve force and great powers of endurance. An early contemporary describes him as brisk of step, brim-full of energy and always on the alert. His countenance was a strong and open one, the broad high forehead indicating marked intelligence and serious purpose. Determined resolution was noticeable in the features, blended with an expression of fairness and kindly consideration inviting confidence. One who knew him intimately described him as somewhat impetuous, almost imperious in manner, in his early days. His strenuous experiences eventually merged self confidence into such masterful self control, that the same friend speaks of him in the autumn of life as being as mellow and fine a gentleman of the old school as one could possibly wish to meet. An English observer, about the period of the formation of the Cunard Line when Sir Samuel was in his prime, refers to him as "a small gray-haired man of quiet manners and not overflowing speech." In private life he was a consistent Christian, and an exemplary parent to a large and motherless family.

His business qualifications were of the highest order. He had a wonderful gift of impressing people with his ideas, and his diplomatic ability was conspicuous. His promptness to grasp opportunity and transform it into enterprise was tempered with unfailing sagacity. Thus when the exigencies of the Crimean campaign confronted the British Government and his vessels were requisitioned, several of them were placed at the service of the War Department fully equipped to comply with contract requirements, in a little over a week. There was no haggling about price, a course not entirely approved by his canny associates, but shrewdly designed to influence future patronage.

His thoroughness was another distinguishing trait. In the steadfast resolve to have "nothing but the best ships, the best officers, and the best men," he never changed an iota. Some have attributed this unswerving principle to the long list of wrecks and the serious loss of life that had passed

under his notice in the fate of no less than seven of the old "coffin brigs" or "death ships" (as they were often called) between Falmouth and Halifax in a single decade. At the time of Sir Samuel Cunard's death the record of his line was an enviable one, not a single passenger having been lost in the twenty-five years. This record has been maintained during forty subsequent years, and remains unparalleled.

The inherent fortitude of his disposition was put to a crucial test through a crisis in business complications on this side of the Atlantic when at the very zenith of his hopes. The implicit reliance of powerful friends on his ability enabled him to stem the adverse tide, at once, in safety. An anecdote is related by a Halifax acquaintance illustrating the respect with which Sir Samuel Cunard's personality was regarded in the highest circles of the great metropolis. This veteran friend of Sir Samuel (still in our midst, I am happy to say) distinctly recalls his dignified bearing at a notable dinner function in London many years since. Amid the throng of possessors of ancient lineage and exalted rank, the head of the Cunard Line, with easy mien and courtly grace, was welcomed as one of the most distinguished figures in that brilliant assemblage.

In concluding this biographical sketch, reference should be made to perhaps the most striking features in Sir Samuel's character, his fervid imagination and his intense optimism. He ventured the trite prediction to another old-time acquaintance yet to be seen on our streets, that "the day would surely come when an ocean steamer would be signalled from Citadel Hill every day in the year." As an actual fact, the arrival of half a dozen at the present day is by no means an uncommon occurrence. It does not invariably happen that a man's ideals develop into such solid realities.

That a prophet is not without honor save in his own country, is as true now as it was two thousand years ago when the divine maxim was uttered. In many up-to-date communities praiseworthy efforts are constantly being made to counteract

this reproach. A statue preserving for future generations the form and features of a citizen worthy of remembrance for his zeal in advancing the world's progress, redounds to the credit of the place of his birth, and adds materially to its prestige, at the same time inculcating emulation among the future builders of its destinies. In St. Paul's Cathedral stands a monument to a great architect and genius ennobled by an earlier English Queen—Sir Christopher Wren, who rebuilt the noble fane containing his monument, designed half a hundred other churches, and remodelled the thoroughfares of London as they are today. A significant Latin motto on his statue bears the words "*Si monumentum requiris circumspice*;" Literally interpreted the inscription means, "If you wish to understand this monument look around you." Let the mind's eye survey the boundless fleets of magnificent steamers traversing the seas at this very hour, in every quarter of the globe. The first standard bearer of this host of leviathans was the subject of this memoir—Sir Samuel Cunard who remodelled the ocean navigation of the world.

ORIGINAL SHAREHOLDERS OF THE CUNARD COMPANY.

List of partners in the British and North American Royal Mail Steam Packet Company, at 1st February, 1841.

Names	Shares of £100 each.	Amount.
James Donaldson (cotton broker).....	160	£16,000
James Browne (insurance broker).....	116	11,600
James Wright (cotton broker).....	116	11,600
Thomas Buchanan (Dowanhill).....	116	11,600
James Campbell (afterwards Sir James Campbell).....	60	6,000
Robert Hinshaw (drysalter).....	109	10,900
Alex. Downie (drysalter).....	55	5,500
William Brown (Kilmardinny).....	116	11,600
Robert Napier (Shandon).....	60	6,000
Robert Rodger (merchant).....	116	11,600
William Campbell (Tullichewan).....	55	5,500

Names.	Shares of £100 each.	Amount
William Leckie Ewing (Arngomery)	116	11,600
Archibald MacConnell (Thomson & Mac- Connell)	20	2,000
William Connal (William Connal & Co.) . .	116	11,600
James Burns (G. & J. Burns)	50	5,000
George Burns (G. & J. Burns)	55	5,500
Charles MacIver (Burns & MacIver)	40	4,000
Charles MacIver (Burns & MacIver)	40	4,000
Alexander Fletcher (calico printer)	115	11,500
Alexander MacAsian (Austin & MacAsian)	105	10,500
Alexander MacAsian (in suspense)	13	1,300
William Stirling (Stirling, Gordon & Co.) .	116	11,600
Elias Gibb (wine merchant)	64	6,400
Alexander Glasgow (Auchrenraith)	64	6,400
James Merry, jun. (Merry & Cunninghame)	37	3,700
David Chapman (Thomson & MacConnell)	15	1,500
Alexander Bannermann (Henry Banner- mann & Sons, Manchester)	21	2,100
John Bannermann (Henry Bannermann & Sons, Manchester)	21	2,100
Henry Bannermann (Henry Bannermann & Sons, Manchester)	21	2,100
David Scott	15	1,500
James Martin (of Jas. Martin and J. & G. Burns)	15	1,500
James MacCall (Daldowie)	13	1,300
Alexander Kerr (Robertland)	7	700
British partners	2,158	£215,800
Samuel Cunard (Halifax, N. S.)	550	55,000
Total stock	2,708	£270,800

THE INCEPTION OF THE ASSOCIATED PRESS:

The Pony Express that in 1849 forwarded European News from Halifax to Digby, to be conveyed by vessel to St. John, and thence telegraphed to New York.

By JOHN W. REGAN, Halifax, N. S.

(Read 5th January, 1912).

The Associated Press, the greatest news-gathering organization in existence, had its inception in a "pony express," started by six New York newspapers, that was operated between Halifax and Digby in 1849, for the purpose of forwarding European news to Boston and New York in advance of the arrival at Boston of the English mail steamer from Halifax. The "pony express" terminated near Digby, where a steamboat was in waiting to convey the despatches across the Bay of Fundy to St. John, the terminus of the newly-constructed telegraph line, and from this point the news was wired to New York, many hours ahead of the arrival of the English mail-steamers from Liverpool and Halifax. The whole service from Halifax to St. John and by wire to New York was called "The Halifax Express."

This express was started in February, 1849, and continued for nine months, until superseded by the extension of the telegraph line from St. John to Sackville and thence to Halifax in November, 1849. After that, the forwarding of the English news settled down to the less exciting method of filing the despatches at the telegraph office, situated, I believe, on Hollis Street, just north of the Bank of Nova Scotia, and the dashing "pony express" was discontinued forever and gave way to the new order of things. There was still some excitement and competition in rushing the English news from the ship's side to the Halifax telegraph office, but this was tame compared to the desperate energy with which the news had been forwarded by

relays of galloping horses 144 miles from Halifax to Digby in the average time of eight hours or a mile in about 3.29 minutes. At first there were two rival expresses, and it is recorded that on one trip they reached their destination only $2\frac{1}{2}$ minutes apart, and that the episode of the racing expresses passing through a post-village caused as much excitement as a mail-steamer arriving at Halifax. Fortnightly, day and night, in good weather and bad weather the despatch riders tore through the lonely country, bearing the European intelligence to the people of the United States.

News from England was then the news of the world. It came in fortnightly budgets from London, and not as now in crisp daily messages from the ends of the earth. Vast interests of national, commercial, social and individual importance hinged upon the state of the markets and the other contents of the sealed despatches received at Halifax by way of the pioneer steamship line, and it must be remembered that the vessels arriving at Halifax were the only regular means of trans-Atlantic communication. There were private lines of packets and other clipper sailing ships, but they were uncertain. Just imagine what feverish excitement there would be today if all cables were suspended indefinitely and all steamship communication were reduced to one line between Liverpool and Halifax!

That was the condition which brought about the establishment of the "pony express" in 1849. This express is of special interest, because it brought the New York publishers together for the first time and caused the Associated Press to be founded. The express demonstrated the possibilities and the necessity for extending the telegraph line to Halifax without delay, and was therefore instrumental in the introduction of the telegraph into Canada. The "pony express" also must always be identified with the dramatic conjunction of these two marvellous agencies—the telegraph and the steamship.

The name "pony express" was a term imported from the United States, but in reality horses were used. The term came

into use as distinct from the stage-coach or wagon express, in which horses were employed. It must not be confused with the carrying of postal matter by mounted carriers, as was once the custom in the province.

The story of the "pony express" throws into greater prominence the geographical position of the port of Halifax.

The establishment of the Halifax express as a joint venture of the New York papers, was a sign of the revolution that the advent of the novel agency of the telegraph was to effect. There had been tremendous competition between the metropolitan papers. From 1830 to 1848 the rivalry and enterprise of the "Herald," "Journal of Commerce," "Courier and Enquirer" and several other New York journals, were the keenest imaginable.

Various schemes were adopted by the enterprising publishers in the publication of important news. There was then no cable, telegraph or telephone, no railway or steam navigation to assist the newspapers except perhaps in local areas for a short time. Pigeon posts and hilltop signal systems were used when possible, and on important occasions individual newspapers developed elaborate horse relay expresses for the rapid conveyance of despatches. The "pony express" was worked with such signal success by the New York "Herald" during the war with Mexico, that the elder Bennett was able to announce the result of engagements before the same intelligence reached the military authorities of the federal government at Washington.

The writer is indebted to Mr. Melville E. Stone, general manager of the Associated Press, for the following information in regard to newspaper conditions in New York at this time. About 1825 there was a notable change in newspaper work in the United States. Previous to that, letters had appeared on important topics, but no systematic effort had been made to keep pace with the world's happenings. In the new development half a dozen men were prominent. Samuel Topliff and Harry Blake were the first news managers. Topliff established

a news-room in Boston where he sold news-reports and shipping intelligence, and Blake prowled about Boston harbor in a row-boat intercepting incoming packets and peddling out as best he could any news that he secured. Two young Boston journalists, David Hale and Gerard Hallock, who became familiar with the work of Blake and Topliff, bought the New York "Journal of Commerce" and transplanted their methods to New York. They bought a handsome seagoing yacht and cruised off Sandy Hook to meet incoming vessels. This incensed the other newspaper publishers who promptly expelled Hale and Hallock from the local association, and they built a rival schooner. Hale and Hallock then erected a semaphore on the highlands near Sandy Hook to which they signalled news and this in turn was transmitted to Staten Island, which enabled them to outdistance their competitors.

The scenes about the office of the "Journal of Commerce" were memorable, and before long the proprietors enjoyed a national reputation. Then they established a "pony express" from Philadelphia with eight relays of horses, and were able to publish southern news twenty-four hours ahead of their competitors. This system worked so well that the federal government took it over; but Hale and Hallock extended their express to Washington, and thus maintained their supremacy. They frequently published official news from the capital before it had been received at the government office in New York.

With the advent of James Gordon Bennett and the New York "Herald," fresh zeal was imparted to the struggle between the newspapers. Besides a system of pony expresses to report the progress of the war with Mexico, Bennett had a carrier-pigeon service between New York and Albany for the annual message of the governor which he printed ahead of everyone.

In July 1840 the Cunard line of mail steamships was instituted between Liverpool, Halifax and Boston; and Bennett with characteristic energy established a "pony express" for hurrying the English news from Boston to New York.

Topliff and Blake had been succeeded at Boston by D. H. Craig, a newsgather of extraordinary alertness. As the Cunard boats approached Boston harbor, Craig met them with a schooner and received a budget of news. Then by carrier-pigeon he communicated a synopsis of the news to his Boston office, frequently releasing the birds 40 or 50 miles from port.

The importance of promptly securing the European news developed tremendous competition between the newspapers in which speculators joined. Great business interests depended upon the state of the markets, and the course of foreign trade and politics. It is recorded, though not authenticated; that a steamer was jointly chartered by the news collectors of Boston to meet the mail-steamer at Halifax and hurry the European news to the United States. On the very first trip Craig was one of the correspondents, and he had managed to secrete two carrier-pigeons in a basket, and he released these from his cabin window fifty miles outside Boston with the most important foreign intelligence, which was published before the press-boat reached the city.

Meanwhile Prof. Morse was struggling with his invention of the magnetic telegraph. In 1843 congress voted \$30,000 to build an experimental line from Washington to Baltimore, which occupied a year to construct. The line was subsequently extended to Philadelphia and New York. In October, 1848, under the heading "Telegraphic Wonders," the New York "Herald" reported it had received "interesting intelligence last night by electric telegraph from eight cities comprehending an aggregate distance of 3,000 miles." When the wires were extended to Boston and through the state of Maine and on across the border to St. John, it was at once seen that it would be easy to receive news brought to Halifax thirty-six hours earlier than it would reach Boston or New York by the steamer. It was certain, of course, that some one would take steps to secure the news, and private speculators would find it to their interest to do this and the commercial community would be victimized.

To prevent this, six New York newspapers formed an organization known as the Associated Press, to establish a "permanent express run by horses from Halifax to Digby on the Bay of Fundy, and by steamboats from that place to St. John." Such was the opening wording of the announcement in the New York "Courier" in May 1849, in regard to the express to Digby. At the same time the newspapers made a deal with the parties controlling the telegraph which caused it to be publicly alleged in New York that a monopoly was created. This report, no doubt, had something to do with the issue of the announcement by the "Courier" already referred to.

It declared that arrangements had also been made to "Transmit the news by telegraph from St. John to New York without interruption and with the least possible delay. The enterprise was undertaken solely for the benefit of the subscribers and readers of the six papers concerned. The management of the telegraph line aided it in every way possible and co-operated with the press in all measures necessary to bring the news before the public before it could be used by private speculators, to the general detriment. The experiment thus far, as our readers are aware, has proved perfectly successful. It will be seen from this statement that the Halifax Express and telegraph arrangement belongs solely and exclusively to the New York press—that is established. They have the entire control of it. The gentleman, by whom it is so efficiently managed at the Halifax end, Mr. D. H. Craig, is their agent. The expense of it, amounting to about \$1,000, for each steamer, is paid by them, and the despatch received is in every respect their private property, subject to their disposal in any way they see fit, so that the public is not injured and their subscribers are served thereby. If the news arrived in the day time, the New York papers, in justice to the commercial community and greatly to their own injury, issue it in extras or put it upon their bulletins. If it comes at night, they take all possible precaution to prevent its being appropriated by parties who have no right to it, and lay it before their subscribers in the regular morning editions.

"At an early day, or as soon indeed as it was understood that a Halifax express was to be run, the Boston press applied to the proprietors of the Halifax Express for a share in its benefits. An arrangement was promptly effected by which a copy of each despatch is delivered in Boston for the use of the parties to it, and it is generally issued simultaneously with its publication here. For this the nine Boston papers interested pay regularly to the New York press about one-sixth of the whole expense. The arrangement is mutually advantageous and satisfactory to the public, and the press of both cities.

"The enterprise has been styled 'a monopoly' by papers who are not parties to it. It is monopolized by its owners, and so long as the law protects private property it will continue to be, but we have no doubt that any New York morning paper can become a party to it by paying its share of the costs. Those are the simple facts in regard to the Halifax Express. We state them on behalf of the six New York papers by whom that express is owned and managed at an expense of over \$20,000 per annum, as well as of the Boston press who receive and pay for a share of the advantages. The Halifax Express is permanent and will be made as regular and efficient as money and the utmost care and attention can make it. We regard it as highly important to the commercial community of New York that it should be maintained, because in its absence the great mass of our business men will be at the mercy of private speculators. At present the utmost care is taken to protect the public and it is only just to say that in this endeavor the press is thoroughly and generously aided by Mr. Smith, the president of the telegraph company between New York and Boston, by Mr. Foss their superintendent at New York, and by all the operators and others attached to the lines. We look to the public alone for that appreciation which is of itself a sufficient reward for our expense and labor."

On Wednesday, Jan. 3rd, 1849, the Halifax "Nova Scotian" stated that the telegraph was working between St. John and Calais. The issue of the same paper of February 26th, 1849,

reprinted an item from the St. John "Observer" to the effect that it was intended to run a news express from Halifax to St. John, via Annapolis, on the arrival of every English mail-steamer, the news to be telegraphed from St. John to New York on account of the Associated Press of that city.

The first express left Halifax on February 21st, 1849, on the arrival of the Cunard Royal Mail steamship "Europa," eleven days from Liverpool, England. Concerning this first express, the Halifax newspapers contain no information, but we can confidently infer that it was dispatched on February 21st, as the newspaper referring to the express of March 8th, stated that the latter reached Digby Gut in "three hours less than it was done before." The "Europa" was the English mail steamship which arrived at Halifax a trip before that of the "America" to which reference will soon be made. The first run of the express to Digby Gut must have been performed in about eleven and a half hours, a record which was next to be reduced by three hours. It is recorded that the express was continued for nine months with remarkable regularity, only one trip being missed, and that the distance of 144 miles to Victoria Beach, Digby Gut, was covered in the average time of eight hours. The journey was performed by two riders who changed at Kentville, and was divided into twelve stages with a fresh horse about every twelve miles. The fortnightly mail steamers were liable to arrive at Halifax at any time, and the despatch rider had to be always on the alert, ready to start at any hour, night or day, and the same alertness was requisite in furnishing fresh horses at the relay posts.

Regarding the second trip, on the arrival of the steamship "America" on Thursday, March 8th, the "Express" newspaper of Halifax on the following Monday, March 12th, printed a short item as follows:—"The news from England by the 'America' was expressed from hence to Digby Gut in the extraordinary short time of eight hours and $27\frac{1}{2}$ minutes—three hours less than it was done before. Mr. Barnaby's express came in,

we understand, $2\frac{1}{2}$ minutes in advance of Mr. Hyde's.* A serious accident, which severely injured Mr. Hyde's courier occurred at Windsor bridge and delayed the latter half an hour."

The news columns of the "British Colonist," Halifax, contained an extended reference to the new express, as follows: "On Thursday morning (8th March) immediately after the arrival of the steamer from England, two expresses (one on behalf of the Associated Press of Philadelphia, New York, and Boston, the other got up in opposition by some mercantile gentlemen in the United States) left this city travelling at a rate of speed that is, we believe, unprecedented in this country. The parties engaged here to convey the rival expresses overland to Digby, were Mr. Hyde and Mr. Barnaby. Hyde's express arrived at Digby Neck at 28 minutes past 12 o'clock accomplishing the distance of 146 miles in $8\frac{1}{2}$ hours—having met with several accidents and interruptions.† At Windsor a delay of 20 minutes occurred, and after starting Mr. Hamilton, the courier from that place, when crossing the bridge broke his stirrup, and was thrown from his horse with such force, that he lay insensible for some time; he, however, remounted, and, though lamed, with one stirrup performed his route with astonishing despatch. A distance of 18 miles from Kentville, was performed by Mr. Thad Harris†† in 53 minutes. The steamer 'Conqueror', chartered to convey Hyde's express to St. John, was waiting in readiness when the express arrived. Barnaby's express arrived $2\frac{1}{2}$ minutes before Hyde's, but the steamer 'Commodore,' engaged by his party, had not made her appearance at the latest accounts."

A contemporary issue of the "British Colonist," Halifax, made an editorial reference to the express as follows:—"Had we ever entertained any doubts as to the importance of an

*Hiram Hyde, of provincial stage-coach fame, died at Truro, N. S., on 14th December, 1907. Hyde had the contract for running the dispatch express on behalf of D. H. Craig; while Barnaby served the rival corporation.

†This is at an average of a mile in $3\frac{1}{2}$ minutes, including all delays.

††This was probably Thaddeus Harris, born 1820, died June 1851, son of Hon. J.D.Harris, of Kentville.

electric telegraph being constructed between Nova Scotia and New Brunswick, the following fact would suffice to remove scepticism. The 'America' arrived on last Thursday morning and incredible as it may seem, the English and foreign news which she carried was published in New York on the same evening. This news was expressed from hence to Digby, thence by steamer to New Brunswick, thence by telegraph despatch, and every merchant and burgess in New York knew the state of the European markets eighteen hours after the arrival of the 'America.' Had the electric telegraph been in operation in Nova Scotia, the news would have been in New York ere the steamer could have left our harbor."

From the announcement of the New York "Courier", we see that not only was the Halifax Express the occasion of the founding of the Associated Press, but that Halifax was the first foreign station of the Associated Press, Mr. D. H. Craig was its first foreign correspondent, and the telegraph wire from the United States to St. John and afterward to Halifax was the earliest line controlled by the organization. The Associated Press now has thousands of correspondents at home and abroad and controls many thousand miles of wire in the United States, where it supplies the world's news as well as domestic news to seven hundred daily papers with a combined circulation of sixteen million copies, and if the formula of three readers to each paper is accepted the Associated Press reports are read by half the people of the United States. These reports are also sold to Canadian Press, Ltd., and distributed to daily papers throughout Canada. While the legal birthplace of this great news-gathering organization was New York, its first activities related to the procuring of English news landed at Halifax, and it is interesting to observe that the purpose of forming the Associated Press was the benefit and protection of the public.

That Halifax has not lost ground as a news centre, is illustrated by the busy cable and wireless systems centring here. Here is an example: In 1909 the writer was in New York in

August and was informed by the manager of the Associated Press that Commander Peary had been absent two years and was due to return from his last polar dash, and he suggested fitting out a steamer to intercept him at Greenland. Before there was time to act on these instructions the world was electrified by the announcement that Dr. Cook had discovered the North Pole. In a few days there was another announcement that Peary had arrived at Labrador with the statement that he had reached the pole and that Cook's claim was unfounded. The writer met the Peary party at Battle Harbor, Labrador. The detailed account of the polar dash was forwarded by wireless relays down the Labrador coast and across the Gulf of St. Lawrence, through Halifax, and overland to New York. At the same time Dr. Cook was crossing the ocean to New York, on the steamer "Oscar II" at the height of his short lived triumph. Cook was accompanied by the Berlin correspondent of the Associated Press, who had scrambled on board at Copenhagen. A condensed report of Peary's story from Battle Harbor was sent to Halifax from New York, and forwarded by wireless to Sable Island, and repeated by marconigram to Dr. Cook on board the Danish steamer in midocean. Cook's criticism was returned the same way and forwarded from Halifax by land-wire and wireless to Commander Peary at Battle Harbor. Though these two pole-hunters were separated by thousands of miles of sea and barren waste, one in frozen Labrador and the other in mid ocean, the world was entertained with an amazing dialogue. Just as the Associated Press found the first reason for its existence in the geographical situation of Halifax, just so does this city continue to be a clearing-house for the daily record of the world's affairs.

The telegraph office was first opened at Halifax in November, 1849; and on November 15th, the first dispatch was sent from this city giving a synopsis of the English news received by the royal mail-steamship "America." The steamer arrived at 7.30 o'clock, but the wire between St. John and Calais was out of repair and was not restored until 8 o'clock,

otherwise the "America's" news would have been in Boston by 11 o'clock and in New York within five minutes afterward. A local paper stated that its reporter was in the telegraph office at 11 o'clock on Thursday night after the arrival of the "America" and found that Mr. Gisborne, the operator, had been engaged for three hours in sending on an abstract of the European news and that it had reached Boston in safety and that the whole report would be published in the morning papers next day. The Halifax "Nova Scotian" commented as follows:—

"This triumph of science speaks for itself. The brief experience had on our line, speaks favorably of the skill of the operator and the care and diligence applied by the superintendent."

The "Morning Chronicle" contained the first telegraphic dispatch ever published in the Halifax newspapers, which came direct to this city by wire. It was as follows:—

Great Storm at Portland.

"St. John, N. B., Nov. 14, 1849:—Ten buildings were blown down on Friday night. No other news per steamer."

While the telegraph was only opened for business in November the construction work had been in progress in and about the city for some time. The first post of the telegraph was erected on the North Common at Halifax on the afternoon of the centenary celebration, June 8, 1849.

The first despatch of English news by telegraph directly from Halifax to Boston and New York on November 15th, 1849, marked the termination of the fortnightly galloping "Halifax Express" which had been inaugurated February 21st of the same year, after having been in operation for nine months.*

*Readers are also referred to an article in the Halifax Pony Express, by George Mullane, in the "Morning Chronicle," Halifax, for 1st January, 1914.

Statements Regarding the Pony Express.

In response to a letter inserted in Halifax, St. John, and other provincial newspapers asking for information respecting the foregoing pony express, the writer has received a number of interesting replies from old residents, but several correspondents appear to confuse early coach and mail carrying contracts with the Associated Press dispatch service.

The following statements, so received, apparently bear upon the subject of the Halifax dispatch express of 1849, and will supplement the information given in the foregoing paper. They are presented about as received and depend for their summary of details upon the respective memories of the persons who furnished them. Other statements which no doubt refer to mail contracts, will be given later.

John Hall, of Lawrencetown, Annapolis Co., reports that his father conducted a stable at Lawrencetown, about 1848, where horses were boarded for a man named Barnaby who drove a coach and ran the "pony express." Mr. Hall's letter is interesting enough to quote at length. He says:—"I well remember as a boy the delight I took in riding a horse beside my father while exercising the express horses. The event of the express passing through the village, would cause as much excitement as the arrival of an English steamer at Halifax. Sometimes there was added excitement caused by a man named Hiram Hyde, who wagered he could carry the dispatches between any two given places in less time than Barnaby. Hyde operated a rival coach line. I distinctly recall numbers of people standing in the street, waiting to catch a glimpse of the riders as they approached our village, and the eagerness to help change the saddle from tired to fresh horses while the riders walked about briskly to overcome the cramped feeling from hard riding. Then the riders were helped into the saddle and were off like a flash. Among these who rode horses, were Mason and John Pineo and Benjamin Chesley. John Ross kept the stable where Hyde's horses put up. There was almost

as much excitement in the village over a race between the two expresses as there would be in a general election at the present time, and I assure you that the horses received every attention from their caretakers, in order to win the applause of the public. In one race the Barnaby horse was a fine chestnut, weighing 1,000 or 1,100 lbs., while the rival equine was a bay with a white stripe, and weighed 900 lbs. Barnaby won easily, and there was cheering at our stable. The time between Halifax and Victoria Beach was usually from 8 to 9 hrs., but I cannot understand why the service was called a "pony express," as the finest horses were employed."

Another correspondent, Jacob Randall, of Kingston Station, near the western border of Kings Co., states that his father kept what was called a tavern on the main road at Lower Aylesford one-half mile west of Kingston Station. Tenders were asked for the conveyance of the press dispatches and James King, of St. John, was awarded the contract. A trial was made around the Bay of Fundy through New Brunswick; and another through the Annapolis Valley to Victoria Beach on Digby Gut. The latter proved the quicker route, and King went through the Valley and placed horses; one at Nelson Chute's at Berwick, one at Randall's tavern (Lower Aylesford) and one about two miles below Middleton, besides others.

My correspondent and his brother looked after the horses, the former being then twelve years of age. They required to be on the alert when a rider came, to change saddle and bridle as quickly as possible, and then the rider went away at once like a flash. Mr. Randall thinks the name of the first rider was Patrick Doyle. It seems that this man did not handle the horses to advantage, and he was replaced by Corey Odell of St. John, who afterwards settled in Annapolis Royal. Odell proved a better jockey and made faster time. Randall remembers an instance when the express rider Doyle arrived one morning at 8 o'clock, but the fresh horse that he mounted refused to go. Every plan to start him was tried without success. When a neighbor mounted the animal, the horse went away

like a bird, but he would not budge a step with Doyle on his back. After four hours balking, Doyle gave it up and went on to the next station. Randall states when the mail steamers arrived in Halifax harbor, a small boat would be summoned by a steam whistle to receive the sealed dispatches, which were hurried to the shore and handed to the rider who was off at once. The first change was at Sackville near Bedford. The rider carried a horn with a very sharp, shrill blast, which was constantly sounded for a distance of one-half mile before approaching a relay station, whether day or night, and ample warning was given in this way to hold a fresh horse in readiness. The dispatches were enclosed in a sealed bag carried under the arm with a strap over the shoulder. Neither of the riders lived in Halifax. The horses usually walked returning. Randall corroborates other statements that the average time from Halifax to Victoria Beach was 8 hours, or 18 miles an hour, when the roads were good.

Mr. Randall says that at the conclusion of the despatch service, King tendered for the mail contract and was awarded the same and ran in opposition to the Davidson coach, which Randall says was operated by Barnaby. The opposition between the King mail and the Davidson coach, was so keen that either coach would go a mile off the main road to get a passenger to prevent the traveler going by the other coach.

In view of Jacob Randall's statement that the first experiment in forwarding the news from Halifax, was conducted via Truro and Sackville to St. John, inquiries have been made at Truro among friends and descendants of the late Hiram Hyde. Hyde was a resident of Truro for many years. Some of his surviving friends at Truro, men upwards of eighty years of age, state that they never heard Hyde mention the horse express, and they felt confident, therefore, that any effort to forward the news overland through Truro and Sackville and through New Brunswick to St. John, must have been limited to one attempt; which not being successful, the other route through the Annapolis Valley and by boat to St. John was immediately

adopted. Hyde was born in New York and came to New Brunswick shortly before the outbreak of the Canadian rebellion. In that affair he took a contract to transport British troops in winter to Quebec. He afterwards settled at Truro and operated an extensive stage-coach system, carrying mails and passengers, in different parts of the province. Luther B. Archibald of Truro remembers a dispute that arose in 1858 between the Nova Scotia Telegraph Co. and the New Brunswick Telegraph Co. The former would not transmit the European news from Halifax, which was therefore sent by rail to Truro and forwarded to Sackville by Archibald and Purdy in a light rig. This continued for a short time until the dispute between the two companies was satisfactorily settled.

Mrs. Mary Odell, of Annapolis Royal, has sent a statement that she is the widow of Corey Odell, one of the two riders who carried the dispatches for King Brothers, in 1849, and that she is now in her eighty-second year. On New Year's day, 1912, Mrs. Odell called on Mrs. Agnes King, age 81, widow of Arthur King. In talking over old times, Mrs. King stated that the pony express was inaugurated by the Associated Press after the telegraph line was built from New York to St. John. Mrs. King says that year was 1849, and remembers distinctly a race between King Brothers and Barnaby, who had the contract for carrying mails from Halifax to St. John. Barnaby changed horses every 12 miles. The Kings won the race in the remarkable time of 6 hours, having the pick of horses from their St. John stables. Mrs. Odell says that an Irish jockey carried the dispatches from Halifax to Kentville, and Corey Odell from there to Victoria Beach, for King Brothers. On arrival at Granville Ferry a gun was fired from the old fort at Annapolis notifying the steamer, which was in readiness at Victoria Beach to start for St. John.

In a scrap-book in the possession of C. E. W. Dodwell, C. E., Halifax, there is a clipping from London "Engineering," giving an extract from a letter published in the Windsor "Mail" of February 13th, 1879, advocating a failway through the Annapolis

Valley, and citing the old express running from Halifax to St. John overland and by water, in an average of 11 hours, but occasionally 10 hours, the land trip being 144 miles and water passage 40 miles. The writer, evidently an old resident, said the average time from Halifax to Victoria Beach was 8 hours, and the fastest time 7 hours 15 minutes (that would be an average of about a mile in three minutes.) On one occasion 45 miles between Halifax and Windsor was covered in one hour and 45 minutes (or an average of a mile in 2.33 minutes). Mention is made of a bridge at Horton being left open for repairs, as the dispatch rider was not expected, but the mail-steamer arrived at Halifax earlier than usual and the rider came during the night, which was very dark. The horse leaped the open space in the bridge, 18 ft., and the rider did not know until reaching the next station just what was the explanation.

There is another story that a dispatch rider's horse, dashing through the covered bridge over the Avon on a dark night, struck a wooden post, and fell dead; the rider being severely injured. Still another story reports an express rider having been thrown from his horse near Avonport in Lower Horton, and being unable to proceed. As the despatches could not be delayed, William B. T. Piers, a gentleman formerly of Halifax but then a resident of the locality, and a fine horseman, jumped into the saddle and galloped through with them.

T. M. Robinson, of 2 Wright St., St. John, N. B., who was unquestionably the first telegraph operator in the Maritime Provinces and probably the first in Canada as well, contributes several facts concerning the pony express. He was connected with the Nova Scotia Telegraph almost from its inception, and was secretary of the New Brunswick Telegraph Company. This company constructed the telegraph extension from St. John to Sackville. Mr. Robinson states that he was in New York from Sept., 1844, until April 1848, and witnessed the first telegraph wire being taken into the office on Wall St., N. Y., in April, 1845. During the winter of 1847-8 he saw a statement published in New York that the telegraph wire had reached

Portland and that the Associated Press had forwarded English news by express from Halifax to Digby and by steamer to Portland and by telegraph to New York. Mr. Robinson does not think this experiment was repeated, because when he arrived in Digby some time later he learned that the Portland steamer had been delayed by ice coming out of the Annapolis River, and that the news did not reach its destination much in advance of the Cunard steamer's arrival at Boston. Mr. Robinson says Halifax capitalists subscribed thirty per cent. of the stock of the New Brunswick Telegraph Company. It was thought to be a poor investment; indeed the line would not have been built through the provinces as early as it was, had not the Associated Press agreed to pay heavy tolls. They paid the Nova Scotian Government line \$150,00, the New Brunswick Telegraph Company \$130,00, and four other companies between St. John and New York proportionate prices for a three-thousand word report on the arrival of each mail steamer. For many months the press service contributed fifty per cent. of the New Brunswick Telegraph Company's revenue, and the company never paid less than eight per cent. to its shareholders.

One of the oldest printers in Canada is Alexander West of 32 North St., Halifax, for many years a familiar face about town, but now confined to the house through old age. He will be ninety in April. Interviewed recently by the writer, Mr. West says he entered a printing office in this city at eleven years of age. He was forty years in the "Acadian Recorder" office and fifteen years in the "Chronicle" office. He worked for the Howes. At the recommendation of P. S. Hamilton he was selected by D. H. Craig to board the mail steamers and to transfer, so he claims, the despatches to the express rider on shore. Mr. West vividly recalls the small boat he kept at the market wharf in which he rowed out to meet the incoming steamers at George's Island, whenever the weather suited, in order to save waiting for the Cunard liners to dock. He says the despatches were made up in sealed packages in Liverpool

and given into the custody of the purser. West arranged to make himself known by displaying a small flag of particular make. Showing this, he drew his boat alongside the mail steamer and received the despatches from the purser over the paddle box. On some occasions the despatches came in sealed tin cans and were dropped overboard in the harbor in sight of West and picked up by him. He declares that in the end, the government prohibited delivering the despatches until arrival at the wharf. Mr. West says the packages often contained news of immense importance to the public. As a rule the same news was the common property of the officers and passengers of the steamer, but there were occasions when this was not the case. Mr. West mentions a supplementary despatch handed to the purser at Queenstown, where the steamers touched, which was probably sent to Ireland by special boat and courier to intercept the mail for America. This despatch related to an important occurrence that had taken place after the steamer left Liverpool, which was not known on board the liner. At this point Mr. West's memory seemed to fail him. He says he read the despatch, and was startled that it contained an announcement of the death of the Queen. The writer reminded him that the queen died only a few years ago, but he insisted this was the momentous character of the despatch and he prides himself that he was the only possessor for a short time, on this side, of a secret worth a million, to use his language, and that he faithfully kept his counsel and did not breathe the news before it became public later. It seems plausible to believe that something important had actually occurred, but whatever the news was that reposed in West's keeping, it comforts an old man, nearly a nonagenarian, to think he did not betray his trust. It is not at all certain that Mr. West himself took as active a part in handling the despatches as his story indicates. His mind is very feeble and memory confused, but his words add a dramatic touch and are reproduced for what they are worth. Mr. West's statement doubtless refers to the receipt in Halifax on the 5th of June, 1849, by the royal mail packet, of the news of an attempt to shoot Her Majesty in St. James'

Park, by a laborer named John Hamilton. This news created great excitement in Halifax.

Statement Relating to Mail Riders.

The following few items received from correspondents, doubtless refer to mail contracts in the early days, and have nothing to do with the pony express, but are appended here, as they may be of interest in other respects.

It must be remembered that Dr. Akins, in his "History of Halifax," Page 89, says that a regular post communication was opened with Annapolis in the summer of 1786, and a courier was engaged who went through once a fortnight with the mail between Halifax and that town. John Howe was at that time postmaster, and continued so at least until 1808.

Gilbert O. Bent, of 101 Leinster St., St. John, informs me that his mother's grandfather, John Bath, a native of Hull, England, landed at Halifax about 1770 or 1774 with an uncle, William Clarke, and took the latter's horses, which he brought with him, across country and settled in the township of Granville Annapolis County. He was the first to carry His Majesty's mails to Halifax across Nova Scotia on horseback. Previously they had been taken on foot. Bath died 3 Nov., 1816, aged 65 years. Mr. Bent refers to Calnek's History of Annapolis County, Pages 159 and 475 for further details. This is said to have been the beginning of the mounted post in Nova Scotia.

Frank A. Bolser, of Spa Springs, Annapolis Co., sends an interview with Richard W. Hians an old neighbor, whose father rode a dispatch horse in the early days, but this was a government mail contract. This rider, William Hians, was employed by the post-office department of Halifax, which was in charge of John Howe,* a half brother of Joseph Howe. John Howe married a sister of Wm. Hians. Richard Hians says King of St. John was the chief contractor for this mail

*John Howe was postmaster at Halifax, from 1803 until 1843.

service and he re-let the work to the riders. The mail was carried by swift packet service across the Bay of Fundy from St. John. The vessel pulled into the wharf at Annapolis Royal near Hog Island, so-called, where the mail was handed to a post-office official to distribute the packages to the proper couriers. The dispatches were in leather sacks. These were very large and were handed to the riders just as taken from the packets, without being opened, and were carried through to Halifax, and never opened on the road. Some riders carried local mail also. William Hians rode to Windsor, and his brother Richard from Windsor to Halifax, where the dispatch mail was delivered direct to the office of John Howe. The horses employed were about 1200 pounds, as lighter animals could not carry the immense weight of the English mail. They were tough, trappy horses, supposed to be thoroughbred. Two horses went ahead, fastened by their bridle to one another, also attached behind the shoulders by some form of surcingle. Pouches were thrown across their backs, and the rider followed on a saddle-horse, generally smaller, and directed the pair of carriers. Relays were about fifteen miles apart. The stops and changes on Wm. Hian's route were: Bridgetown, Wilmot, Aylesford, Kentville and Windsor. The horses were ridden as fast as they could endure when carrying dispatch mail; but slower at other times. Wm. Hians stopped at Sangster's, in or near Windsor, at the end of his route. The whole distance from the Bay of Fundy to Halifax was covered in less than a day. These riders were armed, carrying two pistols. Upon William Hians wishing to go to the city for one trip, he and his brother Richard exchanged routes. This change becoming known, Richard was assailed by a highwayman at Elm Brook, just east of Middleton, Ann. Co., The robber stopped the head horses, and rode in close to Richard and stabbed him with a knife. Fortunately the knife struck a brass button and did little harm. Before Hians could get his pistol to bear, it being dark, the robber disappeared. The narrator of the above facts, possesses one of the pistols carried by his father. It is marked "Hatton, Liverpool," and seems to be as good as

ever. The barrel is threaded on, and to load it, it has to be unscrewed, exposing a chamber in which to place the powder and ball. The weapon is fired by a percussion cap and hammer.* The bore is very large. At the last of the service, William Hians drove a four-wheeled waggon said to be the first in the province. It was sunk at low-water mark at Margaretville, on the Bay of Fundy shore, to avoid imposts, being one of several vehicles imported from the United States. The vehicles were discovered, and seized and sold. Hians obtained one of them, and drove the mail after that with two horses tandem, until the regular coach line started, when he went to the Shelburne route and from there to the St. John and Fredericton road and finally retired to his farm at Spa Springs, where his son still lives.

*Percussion caps came into use in England between 1820 and 1830, and this taken in consideration with the statement that Howe was then postmaster, would approximately date the story between 1830 and 1843.

LIST OF DONORS AND BOOKS

Donated to the Library of the Nova Scotia Historical Society.

American Historical Association:—

Annual Report.

Bangor Historical Society:—

Proceedings, 1864-1914.

Boston Book Company:—

Annual Magazine Subject Index.

Canadian Antiquarian and Numismatic Society:—

Journals.

Canadian Military Institute:—

Selected Papers.

Chicago Historical Society:—

Charter, Constitution and List of Members.

Cornell University.

Cowie, Dr. A. J.:—

The Clockmaker, (1st Edition.)

Eaton, Rev. Arthur W. H.:—

*"Americana" containing "History of Halifax, Nova Scotia"
and "Rhode Island Settlers on the French Lands in
Nova Scotia."*

Essex Institute:—

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Harvard University:—

Catalogue.

Official Register.

Historical Association (London).

Jordan, Louis Henry.

Kansas State Historical Society:—

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Lansing, Rev. Dr.:—

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Laval University:—

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McGill University:—

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Memorial of Hon. James MacMillan.

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Report for 1914.

Nebraska State Historical Society:—

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Nichol, Dr. W. G.:—

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Wiswell, W. H.

Woman's Canadian Historical Society of Ottawa:—

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May 13	Walter Bromley and his labors in the cause of Education, by late John Young. (Agricola).....	J. T. Bulmer, Esq....	
June 3	Sketches of the Winniett, DeLancy, and Milledge families.....	W. A. Calnek, Esq....	
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	Brook Watson's account of the Expulsion of the Acadians.....	do.	Vol. ii. p. 120.
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Feb. 3	Biographical Sketch of Alexander Howe	W. A. Calnek, Esq....	
Mar. 14	Account of the Manners and Customs of the Acadians, with remarks on their removal from the Province; by Moses Delesdernier, 1795.....	T. B. Akins, Esq....	
Apr. 7	Letter (dated June 27, 1751) from Surveyor Morris to Governor Shirley, with a plan for the removal of the Acadians.....	do.	
May 5	Extracts from the Boston News Letter, 1704-1760, and from Halifax Gazette 1752.....	Miss E. Frame.....	
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Dec. 8	Petitions to the Council of Massachusetts Bay from residents of Yarmouth, and from Council of Cumberland....	T. B. Akins, Esq....	
	Proposal of Capt. John Allen as to capture of Halifax and conquest of Nova Scotia.....	o .. .	Vol. . p. 11.

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1884.			
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APPENDIX.

BEAMISH MURDOCH, Q. C., D. C. L., M. L. A.

The Nova Scotian Historian.

Born about 1800; Died 9th February, 1876.

(See Frontispiece.)

The following obituary notice extracted from a Halifax newspaper, gives a brief account of Beamish Murdoch, of whom a portrait is herein for the first time published:—

“This gentleman who long ago in Nova Scotia was distinguished for literary taste and habits, died at Lunenburg, N. S., on 9th February, 1876, in the seventy-sixth year of his age. In his youth and early manhood he was a voluminous contributor to the provincial newspapers and *Acadian Magazine* which was published in Halifax about fifty years ago. For a considerable time when the late Philip J. Holland was the proprietor of the *Acadian Recorder*, Mr. Murdoch occupied its editorial chair, and in that capacity exhibited no small amount of ability as a popular journalist. His style was easy, flowing and chaste. The tendency of his mind impelled him to engage in literature, and during his long life, his brain was seldom idle, or his ready pen for any considerable length of time unemployed. His habits were studious and his classical and scientific attainments respectable. Besides contributions in multitude to various periodicals, he was the author of several literary undertakings of an extended and permanent character.

“In 1825 he was the author of a pamphlet, 48 pages, octavo, descriptive of the Miramichi fire and the destructive disasters connected with that terrible occurrence. This was followed six years later by an essay concerning imprisonment for debt. Soon after (in 1832) he published an “*Epitome of the Laws of Nova Scotia*” in four volumes. When, in 1849, the centenary celebration of the settlement of Halifax took place, Mr. Murdoch was chosen to deliver an oration in reference to that event.

His best and most voluminous work was the "History of Nova Scotia or Acadia." In all these literary efforts, industry, deep research and considerable amount of literary labour and ability were manifested.

"Mr. Murdoch was professionally a lawyer, and for several years he was a successful practitioner at the bar; but when in the meridian of manhood, he almost wholly relinquished his legal pursuits and turned his attention more exclusively to literature. His habits and tastes were in the direction of domestic quietude and companionship with literature.

"In 1826 he was returned to the assembly for Halifax. At the election in 1830 he was again a candidate but was defeated. For ten years he was the Recorder of the city of Halifax. In short, Beamish Murdoch was a man of no ordinary intellectual capacity—an industrious student—and was ranked among the distinguished men of his native land. In a ripe old age he has passed away, and the memory of his life labours is embalmed in the literature and annals of Nova Scotia."

—*From the Morning Chronicle, Halifax, 11th February, 1876.*

